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Established A.D. 1841.

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A. S. WATSON & CO., LIMITED.  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

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## BIRTHS.

At Hongkong, on the 1st August, the wife of  
ARTHUR SWOON, I. M. Customs, of a daughter.  
(2139)

At Kowloon Dock, on the 2nd August, the wife  
of A. G. EWING, of a son.  
(2127)

## The Daily Press.

HONGKONG, August 3rd, 1900

Her Majesty's millions of subjects in her  
world-wide Empire will all join in a sincere  
expression of sympathy in her fresh bereave-  
ment. The death of Prince ALFRED, Duke  
of Saxe Coburg and Gotha, and Duke of  
Edinburgh in the peerage of Great Britain,  
will undoubtedly be a blow to our venerated  
Sovereign, which she will probably feel the  
more at the present juncture, coming as it  
does on the top of the South African War,  
in the course of which Her Majesty has lost  
so many faithful servants and devoted  
soldiers. His Royal Highness the late  
Duke was a reigning Prince having suc-  
ceeded his uncle ERNEST II., on the 22nd  
August, 1893, only seven years ago. As  
Duke of Edinburgh and an Admiral in the  
British Fleet, he was formerly a prominent  
figure in Great Britain, and was much liked  
by his officers. He visited the Far East in  
1899, and on the 31st October in that year  
arrived in Hongkong, where he was most  
cordially received and hospitably entertain-  
ed. During his stay in the Colony he laid  
the foundation stone of the choir of St. John's  
Cathedral, and took part in other  
functions. He also visited Peking, but was  
refused audience by the then Emperor Tung  
Chi, an honour the sailor prince probably felt  
little anxiety to receive. His short reign in  
Saxe Coburg was clouded by the sad death  
at an early age of his only son and heir,  
Prince ALFRED. He will be succeeded

by his nephew the Duke of ALBANY, who  
was recently selected on the refusal of the  
Duke of CONNAUGHT, the next in suc-  
cession, to be nominated as his brother's suc-  
cessor to the dual crown. The late Duke  
ALFRED, who was the second son of Her  
Majesty the QUEEN, was born on the 6th  
August, 1844, and was therefore nearly the  
same age as the late lamented King HEN-  
RY of Italy, who was not quite five months  
the Duke's senior. Duke ALFRED married  
on the 23rd January, 1874, the Grand  
Duchess MARIE of Russia, only daughter of  
the Emperor ALEXANDER II., and aunt of  
the present Czar NICHOLAS II. He leaves  
four daughters, three of whom are married,  
the elder being now Crown Princess of Rou-  
mania. The late Duke was an ardent lover  
of music and no mean performer on the  
violin. There are probably some residents  
still in the Colony who remember His Royal  
Highness taking part in the orchestra at an  
amateur performance in the Theatre Royal,  
City Hall. The Duke had, we understand,  
made himself greatly beloved in his principal-  
ity, where he will be much regretted. As a  
souvenir of his visit to Hongkong, an oil-  
painting, representing the Duke as he  
appeared in 1869, hangs on the wall of St.  
Andrew's Hall, which, though beneath con-  
tempt as a work of art, now possesses some  
historic interest.

The transport *Natania* left the harbour yester-  
day for Weihaiwei.

In the 24 hours preceding noon yesterday  
there were reported only one fresh case of plague  
and one death.

At the Harbour Office yesterday the engineer  
of the launch *Chung Yuen* was charged with  
leaving his engine-room without anyone in  
charge while the launch was under way. His  
certificate was suspended for six months.

H. M. S. *Highflyer*, which is reported on her  
way out to the China station, is a 2nd class  
cruiser of 5,600-ton displacement and 10,000  
h.p. (Buller's boilers). Built at Glasgow in  
1893, she has gun-position armour of 3 in. and  
deck armour from 1 1/2 to 3 in. Her guns are  
eleven 6 in. Q.F. and fifteen smaller Q.F.s. Her  
speed is 20 knots and her complement 477. She  
is a sister-ship of the *Hermes* and *Hyacinth*.

Mr. J. H. Dandy, the Chief Inspector of  
Nuisances, has taken out summonses against  
two Chinese milk dealers for selling adulterated  
milk. One case—that of a man carrying on  
business at No. 6, Cochrane Street, comes on to-  
day, the other being dealt with yesterday. Mr.  
Dandy called at No. 194, Wellington Street,  
on the 20th July, and purchased a sample of  
milk. It was analysed by Mr. T. J. Wild, Acting  
Government Analyst, who certified that it  
contained 30 per cent of added water. A  
fine of \$100, or three months, was imposed.

An aggravated case of armed robbery occurred  
on the island of Ping Chau, near Lantau, on  
Wednesday night. Four men armed with  
revolvers broke into a house occupied by a blind  
old man and his two wives. Notwithstanding his  
infirmary the old man seems to have resisted  
them on their commencing to ransack his house,  
and as the result he was shot in the stomach, a  
serious wound being inflicted. The ruffians  
then collected together property to the value of  
\$30 and departed. On the police launch, in  
charge of Sergeant Askmore, coming in sight,  
the matter was reported. The island was  
scoured, but no arrest was made. The wounded  
man was then brought to Hongkong and sent  
to the Hospital.

The *Naval and Military Record* says:—The  
defences of Hongkong is not calculated to  
lead the breach which exists between the public  
and the War-office. The movable armament in  
the colony comprises eighteen obsolete muzzle-  
loading guns that would be utterly useless  
against modern weapons. They are, moreover,  
fired with black powder, which would enable an  
enemy to at once locate their positions. Some  
of the eighteen out-of-date guns are old short  
muzzle-loading seven-pounders over 20 years  
old, with an effective range of less than a mile,  
and another half-dozen are 2.5 mountain guns,  
which would be manned by the local volunteers.  
The authorities have urged over and over again  
to provide modern guns, but the appeals have  
been in vain. The proverb that procrastination  
is the thief of time seems to be unknown at the  
War-office, but the sooner it is learnt and acted  
upon the better.

The transport *Jelunga*, which is due here on  
Monday week, when she left Portsmouth on June  
30th took the following officers, in addition to  
430 seamen, 124 Royal Marine Artillery, and  
216 Royal Marine Light Infantry.—Com-  
mander J. B. Eustace, Lieut. J. B. Mansell,  
A. H. Betty, T. B. Noble, and H. M. Wilson.  
Staff-Surgeon W. E. Holme, in charge of medi-  
cal staff; Surgeons J. Miller, B. Mundy, and  
A. Gaskell; Sub-Lieuts. W. E. Middleton, J.  
P. Ligard, F. C. Harvey, Assistant-Paymaster  
R. Burridge, Messrs. H. W. Lawrence, A.  
Knight, F. Harrison, and T. Slings; Mr. Roy-  
pert, carpenter; Mr. Cox, boatswain; and Mr.  
Shettle, assistant clerk; Royal Marine Artillery  
—Major F. Kappey, Capt. H. Worthington,  
and Lieut. J. B. A. Leahy. Royal Marine Light  
Infantry—Capt. C. M. Parsons and H. D. E.  
O'Sullivan, Lieuts. J. Hazel, H. S. L. Rich-  
mond, and C. Rooney, all for service with the  
Naval Brigades. The *Jelunga* also conveys a  
large consignment of medical and field stores  
and ammunition, six 12-pounder field guns, and  
two Maxim's. The 12-pr. guns are intended to  
take the place of those that have been landed by  
Capt. Percy Scott, C.B.

On the 14th ult., at Lord's, Harrow was the  
annual cricket match v. Eton with a cricket  
to spare. The Etonians made 234 and 218,  
the Harrovians 339 and 129 for nine wickets.

The Russian armoured cruiser *Admiral  
Nakhimoff* was expected at Colombo on the 20th  
of 21st ult., and the Spanish cruiser *Emperador  
Carlos V* during the following week.

The plague being practically at an end the  
police officers engaged in house to house visita-  
tion ceased their labours on the 31st ult.,  
as did the Chinese students provided by the  
Chinese Association.

An appeal from various Shanghai ladies ap-  
pears in the *Mercury* of the 25th ult. for assis-  
tance to the wounded of all nationalities in  
North China. Money, materials, and made-up  
articles are asked for.

The following naval appointments have been  
notified at the Admiralty:—Artificer-Engineer  
G. S. Orchard to the *Britannia*, June 23rd;  
Sub-Lieut. A. E. Moscrop, R.N.R., to the *Diad-  
ema*, for twelve months' training, July 7th;  
Gunner W. R. Bidgood to the *Britannia*, June  
25th.

The *San Francisco Chronicle*, discussing the  
local Chinatown, indulges in the following  
headlines in striking type:—"Widen Streets  
of Chinatown and Purgatory Place of its Evils—  
Impossible to move Orientals out of their  
filthy hole by force—City, however, can improve  
district, and as rents go up the Mongols will  
disappear." Will they? If so the Chinese  
of San Francisco are usually impatient, for the  
rise of rents in other places is not attended  
by the disappearance of the "Mongol."

Details are given in the home papers  
of some officers lately engaged up north.  
Commander R. H. J. Stewart, of the *Algerine*,  
whose conduct Admiral Bruce described as  
being "magnificent," has never before been  
on active service. He is a hard-working all-  
round officer, who was over fourteen years a  
lieutenant, and afterwards served as command-  
er on the training-ship *Impregnable*. Capt.  
George Warrender, who has charge of the  
lines of communication, is the eldest son of  
Sir George Warrender, and was specially pro-  
moted out of the Royal yacht. He landed as  
aide-de-camp with the Naval Brigade in the  
Zulu war, and accompanied the Ekoka role  
column. Capt. Jellicoe, who was shot through the  
lungs, was commander of the ill-fated *Victoria*,  
when she was sunk off the coast of Tripoli,  
and being on the sick list at the time, was  
only saved from drowning by the gallantry of  
one of the midshipmen.

Col. Sir Norman Stewart, Bart., who will  
command the first brigade of the China Ex-  
peditionary Force from India, is the eldest  
son of the late Field-Marshal Sir Donald  
Stewart, and only succeeded to the title a few  
weeks ago. He entered the army 29 years ago  
as a lieutenant of the old 68th, now the 1st  
Derham Light Infantry. In the Afghan  
campaign he was aide-de-camp to his father,  
and obtained mention in despatches, besides  
receiving the brevet of major. His other war  
service was in the Sudan in 1895, when he  
served as deputy-assistant adjutant and quar-  
termaster-general with the Indian contingent.  
For his services in this campaign he was pro-  
moted to lieutenant-colonel by brevet, and men-  
tioned in despatches. Since the middle of last  
year he has been in command of the Hyderabad  
contingent, being appointed a colonel on the  
staff early in January of last year.

ADMIRAL SEYMOUR AND THE  
ITALIAN NAVY.

Admiral Seymour has addressed the follow-  
ing letter to the senior Italian Naval officer at  
Taku, in recognition of the gallantry of the  
Italian sailors taking part in the attempted  
march to Peking:—

Tientsin, 27th June

Sir,—The late allied Naval Expedition for  
the attempt to reach Peking and secure our  
respective Legations in that city having now  
terminated, I have the honour, as the senior  
naval officer of the various National forces  
engaged therein, to address you on that subject.  
First, officially to thank you for sending the  
officers and men belonging to the Italian Squa-  
dron in company with those of Her Majesty's  
the Queen of England to act in concert with them.

Secondly, to express to you my highest sense of  
1. The valuable, cheerful and constant co-operation  
and assistance I received from Lieutenant  
Siranni and all others under his command.  
2. The unflinching energy and zeal displayed  
under somewhat trying circumstances by his  
Majesty's officers and men, whose courage  
was worthy of their high traditions and  
requires no words of mine to describe.  
Thirdly, to assure you of my sincere belief and  
hope that the above expedition, though both  
small and not of long duration, will help to  
maintain between our respective nations that  
mutual good feeling and respect which happily  
now exists between our Sovereigns and which,  
especially in China, is now so desirable in all  
the best interests of civilisation and advance-  
ment.

Permit me, Sir, to express the pleasure I  
have felt in co-operating with the officers and  
men belonging to His Majesty's Royal Navy,  
and allow me to add my tribute to the energy  
and readiness they have shown throughout  
the Expedition.—I have the honour to be, Sir,  
Your obedient servant,

E. H. SEYMOUR,

Vice-Admiral.

Capitano di Frigate *Castello*,  
Senior Italian Naval Officer,  
Taku.

## TELEGRAMS.

## REUTERS SERVICE.

LONDON, 31st July.

## THE COST OF THE WAR.

The House of Commons has authorized  
Sir Michael Hicks-Beach either to borrow  
£13,000,000 war loan or to issue Treasury Bonds  
for that amount.

## THE CHINA CRISIS.

Sir Michael Hicks-Beach has explained that  
no liability had been incurred with Japan, as  
the offer depended upon Japan sending more  
troops earlier than she did. Sir Michael Hicks-  
Beach believes that £3,000,000 will cover the  
cost of the expedition to China, where British  
policy is not territorial conquest.

Russian reports of the rebellion in Manchuria  
state that the Russians were repulsed to the  
south of Monkden.

The *Times* insists on the immediate despatch  
of the relief force to Peking, ignoring the petty  
jealousies about the chief command.

THE ASSASSINATION OF KING  
HUMBERT.

It is believed that the murder of the late  
King Humbert was the outcome of an anarchist  
plot threatening the lives of four Sovereigns.  
The King was forewarned but refused to in-  
crease his guards.

## OBITUARY.

The death is announced of the Duke of Saxe  
Coburg. The Duke died of apoplexy at the  
Castle of Rosenau. It has transpired that he  
had been suffering from cancer in the tongue.

## THE CRISIS IN CHINA.

MILITARY ARRIVALS BY THE  
"CHUSAN."

General Crough, V. C., and staff arrived from  
home by the *Chusan* yesterday, together with  
Captain Spencer, A. O. D., two sergeants and  
13 men of the A. O. C. and a colour-sergeant  
for the Chinese Regiment.

## MOVEMENTS OF TROOPS.

## THE CAVALRY BRIGADE.

The following dates are fixed for the sailing  
of the Cavalry Brigade for China:—  
August 4th—*Scindia* and *Nurem*, with  
Brigade Staff and two squadrons 16th Bengal  
Lancers.

August 5th—*Reva* and *Futala*, with two  
squadrons 16th Bengal Lancers.  
August 6th—*Upada* and *Ula*, with two  
squadrons 3rd Bombay Cavalry.  
August 8th—*Fusika* and *Lavada*, with two  
squadrons 3rd Bombay Cavalry.  
August 11th—*Ujina*, with "B" Battery  
Royal Horse Artillery.

Remarkable success has so far attended the  
transport of horses by the B. I. S. N. Co.'s ships,  
the maximum number of casualties on the voy-  
age up having been six, although this is the  
monsoon season and the horses, moreover, have  
started after a fatiguing railway journey.

## THE SECOND DIVISION.

Simla telegrams of the 13th and 14th ult.  
state:—It is now announced that arrangements  
are being made to prepare a Second Division  
for service in China if required. Each Brigade  
will probably consist of two British and two  
Native Battalions with four Field Batteries and  
a Pioneer Regiment as Divisional troops.—The  
following have been detailed for the Second  
Division for China. The Black Watch, the  
Royal Inniskilling Fusiliers, the Shropshire  
Light Infantry, the Scottish Rifles, the 20th  
Punjab Infantry and the 6th Bengal Infantry.  
The others will be announced later.—The  
following Batteries, Royal Field Artillery, are  
warned for the Second China Division. The  
45th from Barrackpore, the 48th from St.  
Thomas Mount and the 52nd from Jubbalpore.  
The 4th Bombay Cavalry from Sirur relieves  
the 3rd Bombay Cavalry at Nasirabad when  
the Cavalry Brigade leaves for China.

A telegram of the 16th ult. says:—No orders  
to mobilize the Second China Division have yet  
issued, but the Staffs are being nominated and  
preparations made in case of need. The Bri-  
gades of the Second China Division are as  
follows:—Third Brigade: 2nd Royal Inniskilling  
Infantry, 1st Black Watch, 6th Bengal Infantry  
and a Native regiment not yet selected. Fourth  
Brigade: 1st Scottish Rifles, 1st Shropshire  
Light Infantry, 20th Punjab Infantry, and a  
Native regiment not yet selected.

Another despatch of the same date says:—  
The 34th Pioneers have been nominated for the  
Second China Division. The 45th Field  
Battery joins the 1st Division to complete its  
Brigade Division Artillery. The 48th and 52nd  
Field Batteries will form the Brigade Division  
Artillery of the Second Division.  
Another of the 17th ult. states:—Owing to  
the appearance of cholera at Meen Meer the  
wing of the Royal Inniskilling will be moved  
to Umballa, so that in the event of the regiment  
being required to go to China it may escape  
infection. A wing of the Bedfordshire from Thob-  
ia replaces the Inniskilling at Meen Meer.

## OUTPOSTS

## PAKHOI.

A private letter which has just arrived from  
Pakhoi reports that the place is perfectly quiet  
and that the foreign residents anticipate no  
trouble.

## WASHING.

The *Mercury* correspondent writes on the 24th  
ult.—Strong proclamations by Governor, Pres-  
ident and Magistrates have had their proper  
effect. Business has been hindered but improv-  
ing. Rice-crop prospects very good. Native  
Christians at opiations had been in hiding, but  
now seem reassured. The fall of Tientsin has  
impressed the Chinese here with the vigor and  
severity of the Powers.

## JAPANESE NEWS.

JAPAN'S EXPENDITURE.  
A Tokyo telegram of the 25th ult. says:—  
Japan's expenditure in connection with the  
present disturbances in China is now reported  
to have reached the sum of 10 million yen.

IMPERIAL AUDIENCES IN COREA.  
A Seoul telegram of the 23rd ult. says:—  
Under instructions from his Home Government,  
the German Representative has attended the  
Imperial Palace and has been received in  
audience by the King of Corea, to whom, on be-  
half of the German Government, the Consul  
tendered thanks for the telegram of condolence  
despatched by the King concerning the murder  
of Baron Kettler in Feling.

The Russian Representative here has had an  
audience of the King, and has requested the  
throne to grant permission for Russian troops  
to enter Corea.  
RUSSIAN RIVER STEAMERS ATTACKED.  
According to a Japanese who returned home  
on the 23rd inst. from Khabarovsk, two Russian  
constant steamers on the river service between  
Khabarovsk and Blagovestchensk were sunk, a  
Russian church in that locality being also de-  
stroyed by the Boxers. It is reported from the  
same source that 15,000 Chinese troops are at  
present encamped on the frontier.

## SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 31st July.

## THE SCARE AMONG THE NATIVES.

After the first two meetings of the Defence  
Committee the British and German Consuls  
intimated to the Tsoat their intention of apply-  
ing to their respective Governments to station  
men-of-war here for the safety of foreigners.  
The Tsoat instantly sent a reply to the Consuls  
imploping them not to send for any men-of-war,  
as the Chinese population would greatly resent  
the presence of foreign men-of-war in this port,  
looking upon such an act as the initial step to  
the partition of the Empire. This notion seems  
to have taken firm root with the frightened  
Chinese. The Tsoat guaranteed the safety of  
the foreigners and promised to have a number  
of soldiers patrolling the streets for the pro-  
tection of the foreigners. The Tsoat has duly  
kept his promise and we now see our streets  
patrolled by Chinese soldiers, day and night.  
I pity the person who places any reliance on  
these Chinese soldiers. It is merely relying on  
a broken reed for support. That the natives  
are actually scared is shown by the following  
incident. The *Princeton* had scarcely arrived  
in our port—she has since unfortunately de-  
parted, you may know—when a despatch from  
the Tsoat waited upon the German Consul to  
implore him to use his utmost exertions to pre-  
vent upon the Commander to leave the port, as  
the Chinese were greatly scared and feared the  
towing of *Swatow* by the *Princeton*. The Ger-  
man Consul, when called on board the *Princet-  
on*, related the above to the Commander, and  
requested him not to allow any of the crew to  
land here, as it might cause trouble. The Com-  
mander informed him that he would in no case  
permit the landing of his crew, as he had in-  
structions to that effect from his home Govern-  
ment.

## NO PROTECTION.

We are now without any protection in this  
place and there is no likelihood of getting men-of-  
war stationed here. I hear that when the British  
Consul applied for a man-of-war, he was in-  
formed by his Government that for the present  
no man-of-war can be spared. We may, how-  
ever, get a German man-of-war, when the Ger-  
man squadron arrives from Europe. Certainly  
it would be the safest thing to have a foreign  
man-of-war stationed here, as long as there is  
trouble up North.

## A STEP IN THE RIGHT DIRECTION.

In pursuance of a resolution passed by the De-  
fence Committee, the Chinamen sent to all the  
shipping firms of this port a circular asking  
them if they would agree always to have one  
steamer remaining over night in port to receive  
refugees in event of trouble. I believe all the  
shipping firms have given their consent to the  
request.

## THE STATE OF TRADE.

The Northern trade is still at a comparative  
standstill. Very little export for the North  
leaves this port and I hear there is an enormous  
amount of sugar in stock, to the value of about  
\$400,000, which has considerably reduced the  
price. One can indeed buy a picul for \$2.

## PILOTS.

The Northern crisis has also affected the local  
pilots, who have sent a petition to the British  
Consul asking for an increase in their pilotage.  
At a meeting held in the Customs Library, at  
which all the representatives, the Harbour  
Master, the German and British Consuls, and the  
pilots attended, it was agreed to increase the  
pilotage from \$3 to \$5 per foot.

## A CUSTOMS ASSOCIATION.

I have it on good authority that the Chinese  
Imperial Customs are forming an Association,  
the object being to have a Committee of five,  
representing the interests of the Customs Mem-  
bers, and to take such action as it finds neces-  
sary in the present crisis. I hear that Mr. F.  
S. Taylor, officiating I. G., and Mr. F. Urwin,  
Commissioner, are the promoters of this As-  
sociation.

## LATEST STEAMER MOVEMENTS

The C. B. P. steamer *Empress of India* left  
Vancouver for Hongkong via usual ports of call  
on Monday, the 30th July.  
The M. S. K. steamer *Kawachi Maru*  
(European Line) left Singapore for this port  
on the 2nd inst., and is expected to arrive here  
on the 5th inst.

## HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hong-  
kong Sanitary Board was held. The President  
(the Hon. R. D. Ormsby, Director of Public  
Works) occupied the chair, and there were also  
present Mr. J. McKie, Dr. F. Clark (Medical  
Officer of Health), Mr. Fung Wa Chuen, Mr.  
Chan A Fook, and Mr. G. A. Woodcock  
(Secretary).

## THE SANITARY SURVEYOR'S REPORT.

Mr. J. R. Crook (Sanitary Surveyor) sub-  
mitted his report for the second quarter of 1900.  
He said plans had been deposited during the  
quarter for the re-drainage of 201 houses,  
plans for 333 were carried forward from  
1899 and 182 from last quarter, making  
a total of 715 in last quarter. The drain-  
age of 58 houses has been completed, leaving 633 to carry forward. Re-  
pairs and additions had been carried out in 18  
instances, and 325 houses were carried forward.  
This made a total of 343 houses in hand for re-  
pairs during the quarter. Certificates had been  
granted under section 74 of Ordinance 24 of  
1887 to 53 new buildings and one addition that  
they had been built in accordance with the pro-  
vision of that Ordinance. The drains of 37  
houses had been inspected, and reported on.  
Of this number one required recon-  
struction, 21 amending, and 15 were found  
to be in good order. Notices had been served  
on the owners of 18 houses, calling upon them  
to execute the necessary repairs, such as  
broken-taps, clogged pipes, and the discharge  
of sewage water into storm water drains had  
been discovered. Notices had been served  
in each case on the owner or occupier to execute  
the necessary work or to abate nuisances. 109  
nuisances had been reported to the Medical  
Officer of Health to be dealt with by him.

## THE SUGGESTED ESTABLISHMENT OF

## A PEAK SEWAGE FARM.

A further reply from the Government relative  
to the proposed sewage farm for the Peak was  
submitted. It was as follows:—

"I am directed to acknowledge the receipt  
of your letter No. 114 of the 21st July relative  
to the recommendation of the Board for the  
establishment of a Peak Sewage Farm, and to  
inform you in reply that in view of the recent  
large additions to the expenditure in the  
Sanitary Department it was not considered  
that further expenditure in the scheme in  
question was justified, especially in view of the  
fact that sewage from the Hill District appears  
to be carried to the conservancy boats in a fairly  
satisfactory manner."  
Dr. Hartigan intimated:—"I should like to  
know on what evidence the assertion is made  
that sewage is carried to the boats in a fairly  
(very loose expression) satisfactory manner. I  
know this is not the case. Much is dumped  
on the hillside and in the drain, and what comes  
in buckets is a nuisance to everybody."

## THE USE OF SEA WATER FOR WATERING

## THE STREETS.

With reference to the Board's unanimous  
resolution recommending the Government to ap-  
point a committee to enquire into the question  
of the water supply of Victoria, the following  
correspondence was submitted:—

From the Director of Public Works to the  
Acting Colonial Secretary:—

"I see no object whatever for appointing  
such a committee. The Government are per-  
fectly aware that increased storage of water has  
become necessary, owing to the increase of popu-  
lation, and money is being voted and steps taken  
to commence the work."

"The year 1900 was preceded by three com-  
paratively dry years, and yet the City had only  
to put up with an intermittent supply for 13 days,  
while the cases of inconvenience from want of  
water were very few and due as a rule to im-  
perfection of the house service and not dearth  
of water."

"I mention this to show that the works car-  
ried out in the last few years, such as the raising  
of Tytton, the construction of Wong Nai  
Chung Reservoir, and of the two catchwaters,  
have added largely to our available supply in  
the dry season."

"The Sanitary Board should not be permitted  
to use filtered water for watering the street.  
Unfiltered water from hillside streams has been  
made available for them in China Road and  
Banana Road, while for the lower levels proper  
water carts should be provided, to be filled from  
the harbour with land pumps."

"If by the main sewers is meant the pipe  
sewers in the city, in my opinion they are now  
sufficiently flushed. They carry off the 3,000,000  
gallons of water used daily in the city, and that  
so rapidly that there is no time for decomposi-  
tion. An inspection of these sewers at any of  
the manholes will as a rule show them running  
full with water, while there are some 25  
flushing tanks in use at the higher levels now."</



Members initiated as follows:—  
Mr. McKie—"I agree with the minute of the D. P. W. marked A, more especially in its reference to watering the streets on the lower levels in a civilized manner, i.e., by proper water carts and not by old women with buckets and ladles."

Dr. Hartigan—"After reading the D. P. W.'s flowing account of the main and pipe sewers I can only imagine that the smells must be on our own noses, probably a locally raised complaint."

Dr. Clark—"Mr. Crook tells us what the completion of Mr. Crook's scheme involves, but the Government is silent on the question as to how much of this is to be carried out in the immediate future. The sooner the scheme is completed the sooner shall we be in a position to discover whether it is possible to fill these reservoirs in a dry season."

Mr. Col. Ryan, R.A.M.C.—"I concur with the M.O.H.'s remarks."

The PRESIDENT said that as he was asked to give some further explanation about this he might say that a vote had been taken in this year's estimates for one of these reservoirs at T'yan, or for commencing it, and the cause of delay now was that they were waiting the arrival of a special officer from England who was coming out shortly to reside on the spot. An important work of this sort, miles away from the town, could not be left to the tender mercies of a contractor without a person who had plenty of time to look after it. He had reason to believe that there would be a large vote in the next year's estimates and that one of these reservoirs would be well advanced or completed next year, and that the other two reservoirs in T'yan would be well advanced or being commenced. With regard to the remark of the M.O.H., he thought it was doubtful whether the upper reservoirs at T'yan would be full in an exceptionally dry year. In fact it was certain that in such a year as occurred in 1894 they would not fill, because T'yan itself did not fill.

THE PROPOSED EUROPEAN RESERVATION FOR KOWLOON.

The following letter from the Acting Colonial Secretary, to the Secretary of the Board was submitted:

"With reference to my letter No. 1140 of the 25th ultimo, I am directed to acquaint you for the information of the Sanitary Board that after giving the matter full consideration the Government does not see its way to make at the present time a reservation at Kowloon for a European district."

Dr. Hartigan intimated—"A very great mistake—again following the old policy of drift."

Lieut. Col. Ryan intimated—"I agree with Dr. Hartigan."

Dr. CLARK said that as the mover of the previous resolution he was inclined now to ask the Board to again address the Government and ask them to reconsider the matter ignoring altogether their previous recommendation to reserve a certain portion of Kowloon which was outlined in the resolution. He thought that the longer this matter was delayed the greater would be the difficulty to set apart any portion of the new Territory for European dwellings. It was hoped by many residents of this colony that a portion of the New Territory would become at some day or other a residential district for Europeans, and as land was being sold over there, or would shortly be sold, in various places without restrictions, it was time to secure a district for Europeans. It was immaterial to them as to whether the reservation was to be made at Kowloon or elsewhere. It was hoped by many residents of this colony that a portion of the New Territory would become at some day or other a residential district for Europeans, and as land was being sold over there, or would shortly be sold, in various places without restrictions, it was time to secure a district for Europeans. It was immaterial to them as to whether the reservation was to be made at Kowloon or elsewhere. It was hoped by many residents of this colony that a portion of the New Territory would become at some day or other a residential district for Europeans, and as land was being sold over there, or would shortly be sold, in various places without restrictions, it was time to secure a district for Europeans. It was immaterial to them as to whether the reservation was to be made at Kowloon or elsewhere.

Mr. Fung Wah Chuen, in seconding, said rents had gone up in the colony and few houses could be got, and he thought it was time to ask the Government to set aside a portion for Europeans. He was against the last resolution, but he was in favour of this.

Mr. McKie also supported this resolution, though against the previous one. He added that he thought they made a mistake in indicating in their previous resolution any particular area, and he thought that this resolution would be more likely to be considered.

The PRESIDENT said that before putting the resolution he might say that the letter from the Government had not put off or shelve the question. The Government had great sympathy with the Sanitary Board in this matter, but the difficulties in reserving the particular area mentioned in the previous resolution were greater than had become known to the public. The matter had not been lost sight of. It really happened that questions connected with military reservations which might be shortly settled affected this particular question.

The motion was carried.

THE CHOLERA AT SAIGON AND BANGKOK.

Replies from H.M.S. Consul, Saigon, and the Legation, Bangkok, were submitted. The communication from Bangkok was dated 16th July, and said that official returns for the month were two deaths, for June 10, and about 200 for May. The letter from the British Consul at Saigon (dated 9th July) said—"I really cannot say that there is more cholera here at present than in the case every year at this season. If the number of deaths sensibly increases I shall let you know."

THE RECENT OUTBREAK OF PLAGUE AT ADEN.

A telegram, dated February 26th, reported six cases of plague in isolated quarters, Aden settlement, and a telegram dated 18th July stated, "Government of Bombay wires no case plague reported Aden, since 25th June, and Aden free from plague for ten days after recovery of last case on 3rd July."

THE FORTNIGHTLY LIMEWASHING RETURN.

Mr. J. H. Dandy (Chief Inspector of Nuisances), in his fortnightly limewashing return, said:

"As the limewashing of the city was commenced for the second time this year on July 1st, I have not entered up any work done in the Central and Western districts, as they properly belong to January to June returns, and all work done now is only belated work after prosecution. There have been during the last fortnight 50 prosecutions, in 27 of which fines were inflicted to the value of \$250. The notices for the eastern district are coming in an unusually slow manner."

THE PLAGUE AT MACAO.

The deaths at Macao for the week ended July 28th numbered 90 (including nine from plague) and 60 for the following week.

THE HEALTH OF HONGKONG.

The death rate for the colony for the week ended 14th July was 32.3, against 39.6 for the previous week and 31.1 for the corresponding week last year. The rate for the following week was 28.7 against 22.8 for the corresponding week last year.

This was all the business.

## CONSULAR REPORT.

WUHU.

Mr. Consul Mortimore's report on the trade of Wuhu for 1899 states that last year was the most prosperous since the opening of the port. The total value of trade has actually doubled itself, the net amount being Hk. Tls. 20,305,440 as against the general average during several years past of about Hk. Tls. 10,000,000. The increase has been mainly in foreign imports and in exports, native imports only advancing about 25 per cent. The direct trade with foreign countries is entirely with Hongkong and Singapore, and shows a tendency to increase. The chief imports are bags, fans, and matches, and the chief exports beans and matches. The import and export of treasure for the year were:—Imports, specie to value \$26,148, dollars 6557; exports, specie to value \$207,516. Of shipping, Mr. Mortimore says—"The sailing vessels entered and cleared under the Chinese flag consisted of 100 coal boats, 334 lorches, and 345 junks under special pass. One British sailing vessel only of 1,650 tons visited the port. The steamers show an increase of 293 and 364 entered cleared over last year. The increase is chiefly due to the large number of ocean-going steamers which visited the port to load rice. No less than 180 vessels of this class came to Wuhu in 1899, an increase of more than 50 per cent. on the total of any previous year. The figures for ocean-going steamers for 1898 are 64; for 1897, 66; for 1899, 112; which previous to this year had been the highest total. In the Chinese steamer total 208 steam launches are included. These vessels ply between Wuhu and Lu Chou-fu, on the north bank of the Yangtze. This is the only case so far of the right of launches to navigate the internal waters of this district being availed of, although I am informed that another Chinese company intend to run launches to Tai Ping-fu and also to compete with the above-mentioned launches on the Lu Chou-fu route."

Indian opium import shows a considerable increase, the total being the largest for the last ten years. The import consists almost entirely of Malwa drug. The import of the native drug declined, but Chinese merchants are reported to have discovered that the native customs dues being somewhat lower than the I.M.C. charges and have consequently had recourse to native junks, which accounts for the decline in the figures published. The import of cotton goods more than doubled itself in 1899. English sheetings show a large increase, but American sheetings are coming into the market. Indian yarn import shows an enormous increase, from 11,145 cwt., valued at \$28,393 in 1898 to 60,472 cwt., valued at \$159,911 in 1899. English yarn import, though still trifling, shows a slight advance. Japanese yarn advanced from 10,505 cwt., to 14,225 cwt. Woollen goods advanced about 35 per cent. Metals increased in value from \$11,774 to \$14,325. American kerosene advanced, but the Russian oil seemed to be obtaining a firm hold of the market.

Exports in 1899 nearly trebled those of the previous year, the expansion in the rice and silk trade chiefly accounting for this. The remainder from the good rice-harvest of 1899 and another good harvest in 1898 enabled the previous maximum export of 1891 to be beaten by over 100,000 tons. Attempts by the Viceroy to increase the *levy* charges on rice and to prohibit the export of rice in December were unsuccessful. The restrictions on mining prevent the export of coal reaching figures which it might otherwise reach.

The mint at Nanking, which was started in 1897 for the coining of silver dollars and subsidiary coins for use in this province, has been closed as a useless expense, in accordance with the recommendation of the Grand Commissioner, Kang Yi. The dollars struck at Nanking have always been circulated at a small discount as compared with Mexican dollars, but this discount is gradually decreasing now that the coins are growing scarcer."

THE ASSESSMENT OF THE COLONY.

The following is the main portion of the Report of Mr. Arthur Chapman, C.C., the Assessment of the Colony for 1900-1901:

The City of Victoria.—The result of the Valuation is that the Rateable Value of the City of Victoria is in the list which came into force on the 1st instant, \$4,098,525 as compared with last year's (1899-1900) Assessment \$4,241,919—an increase in Rateable Value of \$754,696, equivalent to 17.97 per cent.

The Hill District.—The Rateable Value of the Hill District is now \$159,145 against \$149,875 last year—an increase of \$9,270 or 6.18 per cent.

Kowloon Villages.—The Rateable Value of the Kowloon Villages has been raised from \$176,063 to \$196,019—an increase of \$19,956 or 11.33 per cent.

Kowloon Point.—The Rateable Value of the Kowloon Point or Teim Tai Tei District has increased from \$144,530 to \$150,735—a difference of \$6,205 equal to 4.34 per cent.

Kowloon Villages.—The Rateable Value of the Villages comprising the remainder of British Kowloon is now \$347,337 as compared with \$274,447 last year—an increase of \$72,890 or 26.77 per cent.

The Whole Colony.—The Rateable Value of the whole Colony is now \$5,866,391 as compared with last year's Assessment of \$4,938,834—an increase of \$927,557 or 17.43 per cent.

Interim Valuations.—During the period from 1st July, 1899, to 1st June, 1900, Interim Valuations have been made as follows:—

IN THE CITY OF VICTORIA.

|  |           |
|--|-----------|
| 147 new and/or rebuilt tenements, rateable value   | \$192,240 |
| 118 improved tenements, rateable value   | \$104,830 |
| Replacing Assessments, amounting to  | 66,415    |
|  | 36,475    |
| 53 Assessments cancelled, tenements pulled down, or being in other respects not rateable | 230,715   |
|  | 42,753    |
| Increase in City of Victoria   | \$187,955 |

IN THE REST OF THE COLONY.

|   |           |
|---|-----------|
| 173 new and/or rebuilt tenements, rateable value  | \$ 56,995 |
| 13 improved tenements, rateable value   | \$1,880   |
| Replacing Assessment, amounting to  | 840       |
|   | 1,040     |
| 149 Assessments cancelled, tenements pulled down, or being in other respects not rateable | 57,945    |
|   | 9,266     |

Increase in the Rest of the Colony \$ 48,679

The total number of tenements affected by Interim Valuations being 653.

VACANT TENEMENTS.—The number of reported vacant tenements in the City of Victoria inspected under section 35 of the Rating Ordinance averaged about 110 monthly against 95 last year.

APPEALS.—Notice of Appeal under the Rating Ordinance was lodged against the Assessment of a new tenement containing lifts. The appeal was heard by His Honour Mr. Justice Wise, who decided that lifts were "machinery" within the meaning of the Rating Ordinance, and therefore not rateable. The Court made an order reducing the Assessment from \$17,830 to \$9,180. An amending Ordinance defining "Machinery" passed on the 6th November, 1899, under which lifts and machinery used in connection with certain tenements are excluded from "Machinery" exempted from rating by subsection 3 of section 1 of the Rating Ordinance, 1888.

## REVIEWS.

*The Gifts of Enemics.* By G. E. MITTON. T. Fisher Unwin, London.

THOUGH Mr. G. E. Mitton is apparently the author of two novels already, his work is unfamiliar to us. But *The Gifts of Enemics* is a fair example of his style we shall certainly be glad to renew his acquaintance. This is a vigorously written tale, fresh in conception and well carried out. The hero, Sir Neil Hartrey, who becomes a professional cricketer and afterwards a financial journalist, is in particular the subject of a most readable book. Mr. Mitton's novel deserves to be successful, and we shall be surprised if it is passed over by the discriminating.

*The Minister's Guest.* By ISABELLA SMITH. T. Fisher Unwin, London.

IN *The Minister's Guest* Mr. Fisher Unwin makes another excellent addition to his "Colonial Library." The story is distinctly a quiet one, but it contains an admirable sketch of Dissenting life in the Midlands of England, disguising none of its vulgarity and ignorant pettiness, yet showing all the time its humanity. The Minister himself is almost a sympathetic figure and he cannot but be pitied for his environment. His guest, who certainly was out of place in these surroundings, gets her reward duly, but the Minister is left though deserving a better fate. Miss or Mrs. Isabella Smith must be congratulated on her book, which we hope will find a public worthy of it.

*Three Men on the Bummel.* By JEROME K. JEROME. T. Fisher Unwin, London.

THREE men in or on anything at all cannot but appeal to admirers of Mr. Jerome K. Jerome, who, as we think, achieved his greatest humorous triumph when in *Three Men in a Boat* he made Harris (was it not Harris?) sit down on a pat of butter. But there is no denying that there are weak misguided moments in life when the humour of Mr. Jerome K. Jerome is acceptable. *Three Men on the Bummel*, which our readers may remember appearing serially in *To-day*, is certainly up to Mr. Jerome K. Jerome's standard, and in spite of its irritating title, is amusing enough. Some illustrations by Mr. L. Raven Hill accompany this text.

*The Plain Miss Gray.* By FLORENCE WARDEN. George Bell & Sons, London.

MISS Florence Warden is too experienced a writer not to be able to handle whatever materials she uses with a certain skill; and, though her plot in *The Plain Miss Gray* is anything but new, she has built on it a sufficiently entertaining tale. For the bearer of the title-rol, the plain Miss Gray, we have not the same admiration as Miss Warden obviously has, and we are afraid that her husband was not the kind of man to improve her. But the characters are all adequately drawn, and the author has produced a readable work.

*Robert Orange.* By JOHN OLIVER HOBBS. T. Fisher Unwin, London.

THE literary career of "John Oliver Hobbs" has afforded another example of the process by which an author of brilliant fippancy has come to demand attention as a serious writer. Mrs. Craigie, for to call the author by her own name is to reveal no secret—won her fame first by stories of fascinating wit most unusual in a woman writer, with a certain bitterness in them and some real pathos. Since then she has altered very greatly. The wit still remains, much chastened, but the fippancy has given way to an undoubted seriousness, which indeed may have found excessive. The author has evidently been much under the influence of Dismal's writings (Dismal is a kind of over-hero, in the pages of which he frequently appears), but her graver side is her own, which is strongly Roman Catholic in feeling—"Mrs. Craigie is, we believe, a 'vert.'"

*Robert Orange* is a sequel to *The School for Saints*, but it admits of being read by itself, through of course to understand the characters well it is necessary to read first the earlier work. The novel is worthy of the attention of those who do not read merely to be amused, and though we miss the brilliancy of *Some Enemics* and a *Moral* and its early companions, we are glad to have had the opportunity of reading this attempt at a higher kind of art.

## DON'T SHOOT YOURSELF!

No doubt you often feel like it, but after just a little deliberation decide you can't afford to do it. But that thumping, racking Head-ache; what can you do with it? Give it like quick relief using Little's Oriental Balm. It acts like magic. It kills pain at once. No waiting, no suffering, no dosing with nauseous medicine. Mr. S. T. Hoffman, Waitabury, Washington, says:—"It is a wonderful remedy. After suffering all day with intense Head-ache, one application of the Balm toppled the pain in 5 minutes. Sold at 1c per bottle. Agents for Hongkong: THE VIC-TORIA DISPENSARY, Ltd. 1938—"

## CHINA IN THE HOUSE OF COMMONS.

THE CRISIS.

On the 2nd ult. Mr. Brodbeck said:—"The Chinese have been in communication with the 'Victors' who are quite aware that support will be given them by Her Majesty's Government in preserving order. It is obviously impossible that the representatives of the Powers at Peking should be consulted, as no communications are passing with them. The senior naval officer at Wooning has full discretion to act where necessary."

On the 3rd ult. Mr. Pritchard Morgan, obtaining leave to move the adjournment of the House to consider the position of the Ministers at Peking, and Mr. Walton seconding the motion, Mr. G. Bowles said one of the greatest difficulties which might arise was in regard to the relation of the Powers towards each other. Very largely upon the action of Her Majesty's Government would depend the future of the "Pacific" of the earth's population, and the future of British prospects in the East. There could be no doubt that the Imperial Government at Peking had disappeared. In its place was chaos, accompanied by the most vital danger to the Europeans resident there. It was no fault of the Government, and there was nothing to appeal to. Some of the international consequences of that it was easy to foresee; the final consequence it would be hard to predict. He could not favour the opinion that England should intervene with her Powers to set up a Viceroy. Still, that Li Hui-chang should be held personally responsible for events over which he had no control, and which he would certainly have prevented if he could.

After questions by Mr. Dillon and Sir E. Ashmead Bartlett, Mr. Brodbeck said he very much doubted whether any good could be gained at the moment by an attempt to draw the Government into discussion on the position. He continued:—"The Hon. Member who moved the adjournment made one practical suggestion. Speaking with a considerable experience of China he urges us to consider the propriety of events not obeying the central authority at Peking. But all these points must wait. We can at this moment do but one thing, and that is to direct all our energies to meeting present emergencies to the best of our ability."

The first and most cardinal and most important point is that there should be the most complete accord between all the Powers. (Hear, hear.) Our labours have been unrelentingly directed to that end, up to this moment there has been a complete accord between the Powers as to the steps to be taken. We believe that the limited forces belonging to six different nations have co-operated in the most loyal manner in each other's support. I only hope that the House will continue in the Government, and we shall lose no effort, and will strain every nerve, to secure the relief of the Legation, and also to prevent the trouble which has arisen in the North of China from spreading to the other provinces. After a few words from Sir Edward Grey the motion was withdrawn.

On the 5th ult., after Mr. Brodbeck had stated that a reply was hourly awaited from the Japanese Government to a communication addressed by it by Great Britain, and that the Chinese Minister had been informed that the Peking authorities would be held personally guilty for the deaths of any foreigners in Peking, Mr. Dillon asked the Under-Secretary for Foreign Affairs whether he had any information to the effect that Admiral Kempt opposed the policy of attacking the Taku Forts, on the ground that by this attack the Chinese Regulars would be forced into an alliance with the "Boxers"; and what was the position at present of the American forces.

Mr. Brodbeck:—"We have no such information. Our admiral telegraphed that all the allied admirals at Taku were working in perfect accord. The position of the American forces is doubtless the same as that of the other allied Powers."

Mr. Maclean asked whether this country was now at war with the Chinese Empire, and whether any attacks were made upon the foreign Legations at Peking before Admiral Seymour began his hostile march upon that city.

Mr. Brodbeck:—"It is doubtful whether there is any organized Government in China with which this country could consider itself at war. The first attacks on the staffs of the Legations were made on June 9th and 10th. The summer quarters of the British Legation outside Peking were destroyed on June 10th. The advance on Peking on June 10th was made at the instance of the Ministers at Peking."

## THE INDIAN FAMINE.

A telegram dated Simla, 17th ult., says:—"The results are to-day published of the extensive enquiries which have been made by the Government of India, through the various local administrations on the subject of a report made at the beginning of this year by Messrs. Bird and Co., of the increasing difficulty in obtaining unskilled labour due to the superior attraction of the famine relief works. The general conclusion is that, except in a few isolated instances, the famine relief works have had no appreciable effect in withdrawing labour from private employment or in lessening the supply; that unskilled labour has been unusually plentiful all over India, and in many places, below the usual rates, and that only in the case of permanent lands have employers thought it necessary to raise the wage rates in consideration of the higher price of food grains. In the Central Provinces where extensive enquiries have been made of the railway authorities, mine and mill managers, contractors, and district engineers, in only two instances has it been difficult to obtain. In one of these cases the labourers in a mine had deserted for lower wages on relief works. The Government state that on this coming to the knowledge of the local authorities, they directed that these labourers should be excluded from relief works. In the Punjab the general evidence is to the effect that labour has been cheap and plentiful for private employers, though the price of relief works has tended to moderate the lowering of rates. In Berar private employers experience no difficulty in getting all the labour required and in Ajmere such complaints have long since disappeared with the strictest administration of famine relief."

and will be there in a few days. The transport *Jelazna* has started from Southampton with 800 seamen and marines, and arrangements have been made to utilise her as a hospital ship if necessary.

No doubt that is a force, as far as naval power goes, and so far as the object of protecting isolated Treaty ports where foreigners are resident is concerned, which ought to enable us very shortly indeed to carry out any work required of us in that respect. Beyond that there are under orders from India 10,000 men, and the Indian Government have already succeeded in dispatching four or five transports, and some of the troops will be at Hongkong early next week. Therefore so far as meeting the emergency with all means in our power, I think the House will agree with the hon. Member (Mr. J. Walton) that there has been no remissness on the part of the Government. But my hon. friend (Mr. G. Bowles) asks the Government to take a definite step with regard to our relations with the six viceroys of the Yangtze. He asks us to establish them as it were as the Government of China for the time being, and to give them any support they may stand in need of. The latter part of that request has already been performed. We cannot at present decide what is the Government of China, or what persons may be trusted in regard to the Government."

But before Sir C. Macdonald was isolated in Peking he received instructions from her Majesty's Government to do all in his power to place as full a force as the Admiralty could supply him with in support of any Chinese authority in restoring law and order. They have been informed that so long as they use their efforts for the preservation of law and order her Majesty's ships and her Majesty's forces will be to the full extent which the officers in command consider possible co-operate with them, and will use their power in that respect. It is impossible for us to do more than that towards the preservation of the lives of those who are isolated at different spots in China, and more especially at the Peking Legation. We may of course be on the eve of the complete disintegration of China from within. I am not speaking of any action of the Powers from without. We may have to face the problem of 400,000,000 of people engaged either in civil war, or at all events not obeying the central authority at Peking. But all these points must wait. We can at this moment do but one thing, and that is to direct all our energies to meeting present emergencies to the best of our ability."

The first and most cardinal and most important point is that there should be the most complete accord between all the Powers. (Hear, hear.) Our labours have been unrelentingly directed to that end, up to this moment there has been a complete accord between the Powers as to the steps to be taken. We believe that the limited forces belonging to six different nations have co-operated in the most loyal manner in each other's support. I only hope that the House will continue in the Government, and we shall lose no effort, and will strain every nerve, to secure the relief of the Legation, and also to prevent the trouble which has arisen in the North of China from spreading to the other provinces. After a few words from Sir Edward Grey the motion was withdrawn.

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Mr. Brodbeck:—"It is doubtful whether there is any organized Government in China with which this country could consider itself at war. The first attacks on the staffs of the Legations were made on June 9th and 10th. The summer quarters of the British Legation outside Peking were destroyed on June 10th. The advance on Peking on June 10th was made at the instance of the Ministers at Peking."

## THE INDIAN FAMINE.

A telegram dated Simla, 17th ult., says:—"The results are to-day published of the extensive enquiries which have been made by the Government of India, through the various local administrations on the subject of a report made at the beginning of this year by Messrs. Bird and Co., of the increasing difficulty in obtaining unskilled labour due to the superior attraction of the famine relief works. The general conclusion is that, except in a few isolated instances, the famine relief works have had no appreciable effect in withdrawing labour from private employment or in lessening the supply; that unskilled labour has been unusually plentiful all over India, and in many places, below the usual rates, and that only in the case of permanent lands have employers thought it necessary to raise the wage rates in consideration of the higher price of food grains. In the Central Provinces where extensive enquiries have been made of the railway authorities, mine and mill managers, contractors, and district engineers, in only two instances has it been difficult to obtain. In one of these cases the labourers in a mine had deserted for lower wages on relief works. The Government state that on this coming to the knowledge of the local authorities, they directed that these labourers should be excluded from relief works. In the Punjab the general evidence is to the effect that labour has been cheap and plentiful for private employers, though the price of relief works has tended to moderate the lowering of rates. In Berar private employers experience no difficulty in getting all the labour required and in Ajmere such complaints have long since disappeared with the strictest administration of famine relief."

## SAILORS AND SOLDIERS' CHINA RELIEF FUND.

Weihsaiwei, 20th July, 1900.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR.—Having spent ten days in a cellar under the Gordon Hall at Tientsin, and endured all the inconveniences attendant on a severe bombardment, my thoughts naturally turn to the widows and dependent relations of the seamen and marines of the British Navy who lost their lives in defending us and in extricating us from our deplorable condition. These widows and dependent relatives will want pecuniary aid, as also will the many young seamen and marines who, from the terrible nature of their wounds, may be incapacitated from earning a livelihood, and have nothing to live on except a small Admiralty pension. A walk through the hospital here painfully impresses upon one the number of those who will be in this condition. Under these circumstances I venture to suggest that a subscription be started for the widows or dependent relatives of the British Seamen and Marines who have lost, or may lose their lives, in this China War; and that part of the subscription raised be given to such seamen and marines who may be either from disease or wounds incapacitated. If this fund be started I have promises of subscriptions here.—Yours etc.

FRANCIS D. SCOTT.

[Our correspondent asks for subscriptions only for sailors and marines, but as there are now many British soldiers taking part in the operations, including the detachment of the 2nd Batt. Welsh Fusiliers, we have taken the liberty of including the soldiers. Subscriptions will be duly acknowledged in our columns, and subscriptions should be addressed "Manager, Hongkong Daily Press, Sailors and Soldiers' China Relief Fund."]

| SUBSCRIPTIONS.         |         |
|------------------------|---------|
| Hongkong Daily Press   | £100.00 |
| C. Wilcockson          | 5.00    |
| T. Watson, Esq. F.R.S. | 15.00   |
| Rev. E. H. Good, R.N.  | 10.00   |

## EXPORT CARGO.

For steamer *Affghanistan* sailed 22nd July. For New York:—250 bales split bamboo, 180 bales rattanware, 125 boxes' gallnuts, 1,141 packages' merchandises.

## AUCTIONS.

### PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (SATURDAY), the 4th August, 1900, at 2.30 P.M., at his Sales Rooms, Room 2, SUNDRY HOUSEHOLD FURNITURE, &c.

VELVET COVERED and GREY TONNE COVERED SUITES. CHIMNEY GLASS AND ORNAMENTS. EXTENSION DINING TABLES, SIDEBOARD, WHATNOT, GLASS BOOKCASES, DESK and WRITING TABLE. CROCKERY, GLASS and PLATED WARE. Double and Single IRON BEDSTEADS. Double and Single WARDROBES with BEVELLED GLASS DOORS, DRESSING TABLES and WASHSTANDS. One ORGAN, One IRON SAFE and STAND, Two JINRIKSHAS, and One BICYCLE.

TERMS OF SALE:—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 2nd August, 1900. [2130]

### PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR AND ON ACCOUNT OF THE CONCERNED, on

WEDNESDAY, the 8th August, 1900, at 3 P.M., at their Sales Rooms, Ice House Street, the FOLLOWING VALUABLE HOUSEHOLD PROPERTY. One 5-ROOMED BUNGALOW and 4 SEMI-DETACHED HOUSES, situate on the Remaining Portion of Island Lot No. 706 and known as "ELLISOR CRESCENT," Robinson Road.

The Property is held from the Crown for the residue of the term of 99 years. Proportion of Crown Rent \$74.60 per annum. Terms of the Sale and full particulars can be had on application to the undersigned. HUGHES & HOUGH, Auctioneers. Hongkong, 2nd August, 1900. [2129]

### PILOTAGE NOTIFICATION.

NOTICE is hereby given that the Consular Body and the Heads and Representatives of the Shipping Firms do agree, after consultation with the Harbour Master, that Local Rule No. 4 be altered. The rate of Pilotage at the port of Swatow, for all sized Steamers and Sailing-Vessels, shall be 85 per foot English measurement from 1st August, 1900.

J. C. A. HOLZ, Harbour Master. Approved. W. M. ANDREW, For Commissioner of Customs, Custom House, Swatow, 27th July, 1900. [2112]

### NOTICE.

IN THE MATTER OF THE CANTON ELECTRIC LIGHTING AND FIRE EXTINGUISHING COMPANY, LIMITED (in Liquidation).

NOTICE is hereby given that the Creditors of the above named Company are required on or before the 4th day of AUGUST, 1900, to send their names and addresses and the particulars of their debts or claims to Mr. LI YUK TONG, of the WING LI UY FIRM, No. 88, Bonham Strand, the Liquidator of the said Company. Dated this 27th day of July, 1900. C. EWENS, Solicitor to the above named Liquidator.

2080]

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., FOR 1900. THE THIRTY-THIRD ANNUAL ISSUE.



## NEW ADVERTISEMENTS

## WANTED.

**YOUNG MAN** wishes a position as a **CLERK or ASSISTANT BOOK-KEEPER**. Two years' experience; best references. Apply—  
W. W. Care of Daily Press Office.  
Hongkong, 3rd August, 1900. [2134]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to Sell by Public Auction, at his Sales Rooms, 13, Beaconsfield Arcade, **TO-DAY (FRIDAY),** the 3rd August, at 2.30 P.M., a Quantity of **HOUSEHOLD FURNITURE and BUNDLES.**  
TERMS:—As Customary.

**JOHN ANDREW,**  
Auctioneer.  
Hongkong, 3rd August, 1900. [2133]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

## FOR MANILA.

**THE** Company's Steamship  
"LOONGSANG,"  
Captain Weigall, will be despatched as above on **TUESDAY, the 7th inst., at 5 P.M.**  
This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.**  
General Managers.  
Hongkong, 3rd August, 1900. [2132]

**CHINA NAVIGATION COMPANY, LIMITED.**

## FOR POOCHOW.

**THE** Company's Steamship  
"CHANGSHA,"  
Captain Moore, will be despatched on **WEDNESDAY, the 8th inst., at DAYLIGHT.**  
The attention of Passengers is directed to the Superior Accommodation offered by this steamer. The First-class Saloon is situated forward of the Engines.  
A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 3rd August, 1900. [2135]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

## FOR MANILA.

**THE** Company's New Steamship  
"DIAMANTE,"  
Captain A. Ramsey, will be despatched as above on **WEDNESDAY, 8th August, at 5 P.M.**  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.  
A doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 2nd August, 1900. [2131]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamship**  
"CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.  
This vessel brings on Cargo:—  
From London, ex s.s. *Australia* and *Caledonia*.  
From Zanzibar, ex s.s. *Gos*.  
From Persian Gulf, ex s.s. *Pemba* and *Haidari*.  
From Malabar Coast, ex s.s. *Morani*.  
Optional goods will be landed here unless instructions are given to the contrary before 5 P.M. **TO-DAY.**  
Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.  
**A. M. MARSHALL,**  
Acting Superintendent.  
Hongkong, 2nd August, 1900. [1]

**THE HONGKONG WEEKLY PRESS** will be ready to-morrow and will contain:—

Leading Articles:—  
The Crisis in North China.  
Yangtze Affairs.  
Li Hung-chang's "Mission."  
An Appeal for our Defenders in China.  
A Creditable Display of Mobilisation.  
Interview with Count Okuma.  
The Crisis: Telegrams.  
Supreme Court.  
Sanitary Board.  
The Crisis in China.  
Requiem Mass for the Late King of Italy.  
Sailors and Soldiers' China Relief Fund.  
A Hongkong Chinaman and the Boxers.  
Our News Q.C.'s.  
The New Volunteer Headquarters.  
Consular Reports.  
Hongkong Schools in 1899.  
Canton.  
Manila.  
Swatow.  
Hongkong and Shanghai Banking Corporation.  
Hongkong Volunteer Corps.  
Hongkong and Port News.  
Subscription: \$12 per Annum, payable in advance; postage, \$2.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 3rd August, 1900.

## PROFESSIONAL NOTICE.

**DENTON E. PETERSON,**  
DOCTOR OF DENTAL SURGERY,  
10, DES VEXES ROAD, CENTRAL.  
**D. E. PETERSON** wishes to announce that he has RESUMED his DENTAL PRACTICE in South China and may be consulted at his New Office—  
10, DES VEXES ROAD CENTRAL 1ST FLOOR.  
Hours 10 A.M. to NOON, 2 to 5 P.M.  
Hongkong, 28th July, 1900. [2007]

## INTIMATIONS.

**THE SHARE LIST WILL CLOSE AT NOON ON THE 15TH AUGUST, 1900.**

## PROSPECTUS

OF THE  
**CHINA MATTING MANUFACTURING COMPANY, LIMITED.**

**CAPITAL** ..... \$1,000,000  
(Hongkong Currency).  
Divided into 50,000 Shares of \$20 each, of which \$5 is payable on application and \$5 on allotment. The balance will be called up as required, probably \$5 in about 6 months and the balance about a year hence.

**HEAD OFFICE** ..... HONGKONG.

**CONSULTING COMMITTEE:**  
**ROBERT SHEWAN, Esq.** (Chairman),  
**D. GILLIES, Esq.**, Hongkong and Whampoa Dock Co., Ltd.  
**J. H. LEWIS, Esq.**, Messrs. Douglas, Laprak & Co.

**CHAU TUNG SHANG, Esq.**

**GENERAL MANAGERS:**  
**SHEWAN, TOMES & CO.**

**BANKERS:**  
**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**THIS** Company has been formed for the purpose of making by power-looms straw matting of the same description as that now produced by hand-looms in the neighbourhood of Canton (China).

The export of Matting from China to the United States has of late years become a most important trade, having risen in the last 10 years as follows:—  
From 179,472 rolls shipped in 1889/1890 to 370,107 rolls shipped in 1898/1899 but, as usual, the quality of the goods has fallen away with the increased demand, while prompt delivery, to contract time, has become increasingly difficult.

Many attempts have been made to devise a loom which could be worked by steam to take the place of the crude hand-looms, used by the Chinese and Japanese, but success has only been attained by a loom which became the property of the Kobe Manufacturing Co. and which has since been brought to a high state of perfection by further inventions and improvements.

The promoters of this Company, having experimented with a small trial plant of 50 of these power-looms and introduced various further improvements suggested by their knowledge of the Matting trade and requirements of the market in the United States, are now satisfied that Matting made by hand-looms, and have accordingly entered into an agreement with the Kobe Manufacturing Co. to acquire all the rights to the invention.

While experimenting with the 50 looms, some 10,000 rolls were made and shipped, and the reports on the later and better made shipments were all of a highly favorable and encouraging nature, the evenness of the fabric and the great improvement on the old hand-loom matting, especially as regards the salvage or edge, being particularly praised and commented on. One great difficulty was to get the machines to turn over the straw so as to produce a clean surface at the edges of the Matting; this difficulty was overcome some few months ago, and the looms can now, in the opinion of experts, turn out a perfect fabric.

A power-loom can produce about 30 yards a day as against 3 yards produced by hand-loom, the saving in time is obvious, while the advantage of being able to rely on punctual delivery will be a great boon to dealers at home, who at present have to put up with much delay and loss of time in getting their goods.

The advantage is still more obvious to-day in view of the political unrest all over China and the great probability of the present troubles in the North spreading to the South, in which case the matting industry in the districts around Canton is likely to suffer to such an extent that it may take years to recover, matting being entirely dependent upon the labour of the peasant class when not engaged in their ordinary farm work.

It is proposed to erect a Factory capable of running 450 looms, producing about 100,000 rolls per annum, on which it is estimated, at the prices recently obtained in the United States for the Matting sent there for sale, there would be a net profit of at least \$14 per roll, or say \$150,000. In course of time further experience and economies will undoubtedly improve upon these figures.

The promoters of this Company have, as before stated, experimented with 50 looms, and having acquired from the Kobe Manufacturing Company all the rights to the invention, will transfer the same to the new Company together with 50 looms and other machinery, stock-in-trade, goodwill, &c., for \$350,000 (Hongkong currency), which amount will be taken by the Kobe Manufacturing Company and the promoters in shares.

The Capital of the Company, as far as can be roughly estimated, will be laid out in the following manner:—  
Land, Buildings and Machinery ..... \$470,000  
Working Capital ..... 180,000  
Kobe Manufacturing Company and Promoters for Rights, Goodwill and Sundry Machinery, including Engine and 50 Looms ..... 350,000 (Taken in Shares.)

Prospectus and forms of application for shares may be obtained from the Company's Bankers or at the office of the General Managers.  
Hongkong, 31st July, 1900. [2114]

## W. B E W E R &amp; C O.

## NEW BOOKS AND NEW EDITIONS.

The Real Chinaman, by Chester Holcombe, 27 Illustrations ..... \$4.50  
Year Book of Photography, 1900 ..... 70  
Brassey's Naval Annual, 1900 ..... 10.00  
Boy, by Marie Corelli ..... 1.50  
New Revised Bible Manual ..... 9.00  
Pitman's Typewriter Manual ..... 1.75  
Village Life in China, by Smith ..... 4.50  
Life and Letters of Sir John Millard, 2 Vols. 13.00  
Wellington and Waterloo—Choice Illus. 6.50  
Russia on the Pacific and the Siberian Railway, by Vladimir ..... 9.00  
The Yangtze Valley and Beyond, by Mrs. Norman ..... 4.50  
Whitaker's Naval and Military Directory 2.25  
South Africa "Story of Nations Series," by Theal ..... 3.00  
Citizen Atlas—120 Maps and Plans, with Gazetteer and Geographical Text ..... 10.50  
23 & 25, Queen's Road, Hongkong. [31]

## PUBLIC COMPANIES.

**THE PUNJON MINING COMPANY, LIMITED.**

**IN** consequence of the necessity for heavy repairs to the Mill, and the temporary absence of Water power caused by the carrying away of the embankment of the Reservoir, very little crushing of ore has been done this year; and as the windings of gold have not been sufficient to pay current expenses, salaries, cost of repairs, cost of new Reservoir, and prospecting, the Directors find it necessary to make the final call of One Dollar per share and accordingly Notice is hereby given that at a **MEETING** of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on **TUESDAY, the 26th June, 1900,** the following Resolution was passed:—

That the final **CALL** of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 6th day of August, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 6th day of August, 1900, at the rate of 8 1/2 per centum per annum, upon all Calls remaining unpaid after the said 6th day of August, 1900, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors.  
**W. H. GASKELL,**  
Secretary.  
Hongkong, 6th July, 1900. [1924]

**THE HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.**

## NOTICE TO SHAREHOLDERS.

**THE** SIXTY-EIGHTH ORDINARY HALF-YEARLY MEETING of the Company will be held at the Office of the Company, No. 18, BANK BUILDINGS, QUEEN'S ROAD CENTRAL, on **TUESDAY, the 7th August, at 12 O'CLOCK NOON,** for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from 25th July to 7th August inclusive.

By Order of the Board of Directors.  
**T. ARNOLD,**  
Secretary.  
Hongkong, 17th July, 1900. [1996]

**THE TEBRAU PLANTING COMPANY, LIMITED.**

**NOTICE** is hereby given that the **FOURTH GENERAL MEETING** of the **SHAREHOLDERS** in the above Company will be held in the Company's Office, 38 and 40, QUEEN'S ROAD CENTRAL, on **THURSDAY, the 9th inst., at NOON,** for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, for the period ending 30th April, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 3rd to the 17th inst. inclusive.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 2nd August, 1900. [2127]

**CHINA SUGAR REFINING COMPANY, LIMITED.**

## NOTICE.

**IN** accordance with the provisions of No. 121 of the Articles of Association, the General Assembly of this Company declared an **INTERIM DIVIDEND** of 2 1/2 per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.

Dividend Warrants payable on **SATURDAY, the 18th August,** will be issued to Shareholders on application.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 9th to 18th inst., both days inclusive.  
**JARDINE, MATHESON & CO.,**  
General Agents.  
Hongkong, 2nd August, 1900. [2123]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE** is hereby given that the **ORDINARY HALF-YEARLY MEETING** of the **SHAREHOLDERS** in this Corporation will be held at the City Hall, Hongkong, on **SATURDAY, the 18th day of August, at NOON,** for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1900.

By Order of the Court of Directors.  
**H. M. BEVIS,**  
Acting Chief Manager.  
Hongkong, 26th July, 1900. [2081]

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

## NOTICE TO SHAREHOLDERS.

**THE** ORDINARY HALF-YEARLY MEETING of the **SHAREHOLDERS** will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on **MONDAY, the 20th August, at 12 O'CLOCK NOON,** for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.  
By Order of the Board of Directors.  
**THOS. I. ROBE,**  
Secretary.  
Hongkong, 28th July, 1900. [2088]

## BANKS.

**THE NATIONAL BANK OF CHINA, LIMITED.**

**AUTHORIZED CAPITAL** ..... £1,000,000  
**PAID-UP CAPITAL** ..... £ 324,374

## HEAD OFFICE—HONGKONG.

**BOARD OF DIRECTORS:**  
**CHAN K. SHAN, Esq.**, D. GILLIES, Esq.  
**CHOW T. SHANG, Esq.**, J. T. LAURE, Esq.  
Chief Manager,  
**Geo. W. F. PLAYFAIR.**

Interest for 12 Months Fixed ..... 5%.

Hongkong, 23rd March, 1899. [19]

**BANK OF TAIWAN (FORMOSA), LIMITED.**

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

**AUTHORIZED CAPITAL** ..... Yen 5,000,000  
**PAID-UP CAPITAL** ..... 1,250,000

## HEAD OFFICE—TAIPEI, FORMOSA.

**JIUCHI SOTEDA, Esq.**, President.  
Head Office Manager: **—TAKESHI DOKI, Esq.**

**BRANCHES AND AGENCIES:**  
Tokyo, Osaka, Yokohama, Kobe, Nagasaki, Kyoto, Nippon, Tainan, Moji, Hiroshima, Hakodate, Otaru, Hongkong, Shanghai, Amoy, Chemulpo, Fusan.

**HEAD OFFICE—INTEREST ALLOWED.**

On Current Account ..... 4.38% per annum  
On Fixed Deposits:—  
For 3 months ..... 5 1/2 per cent per annum  
For 6 months ..... 6 per cent " "

Credits granted on approved securities and every description of Banking and Exchange business transacted.  
Drafts granted on the Chief Commercial places both in Japan and abroad.  
Further particulars may be obtained on application.

**TAKESHI DOKI**  
Manager.  
Taipei, 20th November, 1899. [220]

**THE BANK OF CHINA & JAPAN, LIMITED.**

**WORKING CAPITAL** ..... over £210,000  
**RESERVE LIABILITY OF SHAREHOLDERS** ..... fully £425,000

**HEAD OFFICE:**  
36, Nicholas Lane, London.

**BRANCHES:**  
Hongkong, Shanghai, Singapore.

**AGENCIES:**  
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

**BANKERS:**  
The Bank of England and the Capital and Counties Bank, Limited.  
General Manager—**F. C. BISHOP.**

## INTEREST ALLOWED.

On Current Accounts ..... 2 per cent  
On Fixed Deposits:—  
For 3 months ..... 4 " "  
For 6 months ..... 4 1/2 " "  
For 12 months ..... 5 " "

The Bank buys and sells and receives for collection Bills of Exchange, on, and transacts general Banking business with, the above places.  
Hongkong, 1st May, 1900. [2]

**THE MERCANTILE BANK OF INDIA, LIMITED.**

**AUTHORIZED CAPITAL** ..... £1,500,000  
**PAID-UP CAPITAL** ..... £1,125,000  
**RESERVE FUND** ..... £ 562,500

**BANKERS:**  
LONDON JOINT STOCK BANK, LIMITED.

**INTEREST** allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits:—  
For 12 months ..... 4 " "  
For 3 months ..... 3 1/2 " "  
For 6 months ..... 4 " "

**J. THURBURN,**  
Manager, Hongkong.  
Hongkong, 24th March, 1900. [230]

**HONGKONG SAVINGS BANK.**

**THE** Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

**INTEREST** on deposits is allowed at 3 1/2 per cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION  
**H. M. BEVIS,**  
Acting Chief Manager.  
Hongkong, 26th March, 1900. [18]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**PAID-UP CAPITAL** ..... \$10,000,000  
**RESERVE FUND** ..... \$11,500,000  
**RESERVE LIABILITY OF PROPRIETORS** \$10,000,000

**COURT OF DIRECTORS:**  
**N. A. SIENES, Esq.**—Chairman.  
**R. SHEWAN, Esq.**—Deputy Chairman.  
**E. Goetz, Esq.**, **A. J. Raymond, Esq.**,  
**H. R. M. Gray, Esq.**, **R. L. Richardson, Esq.**,  
**A. Hump, Esq.**, **F. Socho, Esq.**,  
**H. J. J. Kewick, Esq.**, **H. W. Slade, Esq.**,  
**D. Meyer Moss, Esq.**

**CHIEF MANAGER:**  
Hongkong—**SIR THOMAS JACKSON.**

**MANAGER:**  
Shanghai—**J. P. WADE GARDNER, Esq.**

**LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.**

**HONGKONG—INTEREST ALLOWED.**

On Current Account at the rate of 2 per cent per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
**H. M. BEVIS,**  
Acting Chief Manager.  
Hongkong, 1st June, 1900. [17]

## BANKS.

**THE DEUTSCH-ASIATISCHE BANK.**

**PAID-UP CAPITAL** ..... Sh. Tuels 5,000,000  
**HEAD OFFICE—SHANGHAI.**  
**BOARD OF DIRECTORS: BERLIN.**

**BRANCHES:**  
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiantschau).

**LONDON BANKERS:**  
Messrs. N. M. ROTHCHILD & SONS,  
UNION BANK OF LONDON, LTD.

**INTEREST** allowed on Current Account **DEPOSITS** received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
**H. SCHOTT LAENDER,**  
Acting Manager.  
Hongkong, 8th February, 1900. [45]

**IMPERIAL BANK OF CHINA.**

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

**SUBSCRIBED CAPITAL** Shanghai Tls. 5,000,000  
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**INTEREST ALLOWED ON DEPOSITS**  
At 2 1/2 per annum on Current Account daily balances.  
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4 1/2 " " " " 6 " "  
5 " " " " 12 " "

**E. W. RUTTER,**  
Acting Manager.  
Hongkong, 2nd February, 1900. [23]

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.  
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**RESERVE FUND** ..... £325,000

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On Fixed Deposits for 12 months 4 per cent.  
" " " " 6 " " 3 1/2 " "  
" " " " 3 " " 3 " "

**T. E. SANSOM,**  
Acting Manager, Hongkong.  
Hongkong, 23rd May, 1900. [21]

**THE YOKOHAMA SPECIE BANK, LIMITED.**

ESTABLISHED 1880.

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**CAPITAL PAID-UP** ..... 18,000,000  
**CAPITAL UNPAID** ..... 6,000,000  
**RESERVE FUND** ..... 8,000,000

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Every Household Requisite. Depot for  
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Hongkong, 15th September, 1899. [1756]

- SI ENTING.**
- SURGEON DENTIST.**  
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- TERMS VERY MODERATE.**  
Consultation Free.  
Hongkong, 23rd September, 1891. [308]

- PORTLAND CEMENT**
- J. B. WHITE & BROS**  
SOLE AGENTS FOR CHINA.  
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Hongkong, 16th September, 1899. [1765]

## THE BOXER MOVEMENT.

The following is the conclusion of the report of the Tientsin Agent of the American Bible Society on the rise and spread of the "Boxer" movement, continued from last Friday's issue:—

The situation in the North is unchanged, except for the worse. The recent punishment of the murderers of Mr. Brooks, one by decapitation, one by strangulation, one by imprisonment for life, and several others, more or less implicated, by banishment, imprisonment, and beating, has had apparently no effect in subduing the spirits of the Boxers. Late information from Linching and vicinity is to the effect that rioting has again broken out, the Boxers saying that they now want not money, but lives; and all over Chihli and Shantung recruiting and "drilling" is carried on with renewed vigour. The report that thousands of the Imperial troops are aming with the Boxers (particularly those under Prince Tuan) adds a new and serious phase to the matter. What the real object of the *I Ho Chuan* (as a whole) may be—what the final outcome will be, cannot be stated. In some sections (comparatively few) the movement is wholly directed against Roman Catholics. Protestants being distinguished and undisturbed, in other sections it is anti-Christian, while in most sections it is anti-foreign, affecting missionaries, native Christians and foreigners generally. The Edicts of the Empress-Dowager to the people of Shantung, calling upon them to form a militia, for local and national defence, were doubtless the origin of the *I Ho Chuan*. The Germans had already located in a portion of the province, and the Dowager hoped, by stirring the people to opposition and a display of anti-foreign feeling, to discourage their further encroachments. This is the view taken by many well informed foreigners, and the

## INACTIVITY OF ALL THE OFFICIALS

during the worst periods of rioting by the Boxers, seems to bear out that opinion. The Government is now powerless and any active measures by the Empress against the Society she herself brought into life and encouraged through her officials, would doubtless turn its energies and direct them to rebellion against the Throne. The lawlessness in Shantung resulted in driving the Germans to take the law into their own hands. They burned villages and punished local offenders, which in turn aroused hatred in the breasts of the natives, who were further incited to acts of violence by travelling leaders of the Boxers. "Exalt the Dynasty and kill the foreigners" was their cry, and while no efforts of theirs could do the former, their has been and still is every promise of their doing the latter, though not as effectively as they desire. The Government was finally stirred somewhat by the fear of certain consequences that must follow the loss of foreign lives and property, and strove by mild and pacifying Edicts to stay the hand of lawlessness—but too late; for even had these Edicts been widely published (which they were not) the ruffians who had handed themselves together by Imperial command had gone too far to be content with anything short of plunder, the sight of burning homes and the flow of blood. Minor officials, believing as they were taught, that inaction would best recommend them to the Throne, and fearing the roving hands that had assumed such vast proportions and displayed so much power, denied the very presence of Boxers in their districts, while at the same time bribing these bandits to go elsewhere and feeding them while they chose to remain.

## BOXERS' BELIEF.

The Boxers have thus been led to believe that they were carrying out the will of the Throne, and all Edicts and proclamations contrary to their motives have been taken as customary Chinese deceit, designed to "pull wool over the eyes" of foreigners. As the *I Ho Chuan* now stands, it is fearless and independent—strong enough (or scattered enough) to defy the Imperial troops (of whom many are in the ranks) if necessary, and self-confident enough to believe in its power to clear the borders of China of foreigners and foreign influence. There is unrest on every hand, the peaceful natives having more to fear than the foreign residents. Honest men who cannot but be acquainted with the plans and projects of the Boxers are silenced from fear of them, and thus their real plans and movements are hidden in mystery and no one can say whether the organization will gradually die out (which is very doubtful) or result in a GENERAL UPRISING.

or in open rebellion. We hope for the best, but indications point to grave results. But it is not alone the *I Ho Chuan*, or Boxer Society, that causes a grave situation and threatens rebellion and bloodshed. The Central Government, following out the mistaken policy of the Empress-Dowager, after the practical dethronement of the Emperor Kwang Hsu, has brought the nation to the verge of ruin, and is itself in such a condition that the next year, it would seem, must bring about some great and overwhelming change. Never, probably, in the history of the Empire, was the Imperial Government composed of such ignorant, greedy, anti-progressive men. One by one, the Empress-Dowager has replaced men of even slight intelligence or faint ambition by believers in her own evil policy—or whose greed for wealth or title led them to support her. These men have sold their loyalty (?) for the rank and power she had to offer, while she, intelligent in some ways, shrewd, but blind to the future, has thought to support her position and further her designs by the free-handed bestowal of rank and title upon evil men whose only desire is to line their pockets as rapidly as possible, forgetting or not knowing that every man thus bought replaced one who must be degraded and turned to hatred. For every friend she has purchased she has made at least two enemies, and as for her future good, she has no greater enemies than her friends. The

## DEGRADED OFFICIALS

who have made way for men of her own choosing, it is true, lost their rank, but not their influence among the people, and much may be expected from their efforts. The Dowager has not been content to surround the Throne with men "after her own heart," but throughout the whole Empire, by a slow but certain process has filled almost every influential post with men after her own stamp. It is easy to guess what an influence one ignorant, conservative, anti-foreign official may have, what seeds of evil he may scatter among his family, servants, friends and acquaintances, each in turn doing likewise, but who can estimate the power of the Empress-Dowager, who controls and guides hundreds of men of this character? Each man thus appointed realizes that he now has an opportunity he may soon lose, for the rulers are fickle and every official has enemies, and so his one desire is to enrich himself as quickly as possible—He

## CAVES NOTHING FOR THE THRONE

beyond keeping its favour until his greed is satisfied; he refuses to see or hear of danger to rulers or country, hoping, caring only that things may continue as they are until his own end is gained. Of patriotism he has none, but he hates the foreigner and fears foreign methods and influence, since they menace his power for gain, and this very hatred is his recommendation to the Dowager-Empress. He sows seeds of discontent and fosters every form of evil—all for self. Circumstances absolutely forbid the existence of one honest official—one progressive man, in power. Above, on every hand he would be pressed by corruption and evil suggestions, and he must follow the wicked methods of others or be crushed, while one progressive move on his part would condemn him to the Throne and prove equally fatal, for the word

## "REFORMER" NOW MEANS DEATH.

Never was Chinese officialdom so low—never were the confidential advisers of the rulers so ignorant or so opposed to every good thing. It would seem that the Dowager, in her downward course, must have sighted or sensed the danger she was courting, but the men she has chosen to aid and advise her, bent only on gain, loving only self, have soothed her fears and encouraged her misplaced ambition. Good advice would, if followed, mean their own ruin, and why should they give it, even if they were not too ignorant and blind to do so? Two things usually regarded as invaluable blessings, have but increased the power of the Throne for evil. I refer to the postal system and the telegraph, which now link together the provinces and favour rapid communication. Previous to their introduction it took weeks and sometimes months to deliver the Imperial commands in distant provinces, and the Emperor knew little of what was going on beyond the capital. But now all this is changed.

## THE SPIES OF THE EMPRESS-DOWAGER

are in every centre, and she is in touch with the feelings and doings of her people in every part of the Empire. The first step toward progress, taken by any official, however distant, would be immediately checked by telegraphic orders for his dismissal, and the post would carry orders to his successor. The present outlook is black in deed, and one can only see in the future rebellion, strife, bloodshed, perhaps the actual break-up of this ancient Empire. Despite the overwhelming wickedness, however, despise the ignorance and superstition which darkens the lives of the masses and renders them an easy prey for malicious leaders, there exists some knowledge of the truth, some desire for reformation. The words of one enlightened man, in reference to the murder of six reformers by the Empress-Dowager, "They may cut the grass, but the roots remain," are true. The condemnation of the reformer Kuang Yu-wei and the Emperor's old tutor Wang is not forgiven by the people of the South, who knew and respected them both, and the

## DESECRATION OF THE GRAVES

of Kang's ancestors, by order of the Dowager, cannot be forgotten or forgiven. Many saw a glimpse of light during the brief away of the reformer which they cannot forget, and among intelligent natives there is a love for Kwang Hsu and a sincere desire for the changes he proposed. Then, too, the hundreds of officials thrown out of office and favour by the Empress are sowing seeds of opposition to the Dynasty, and in the South there is every indication of rebellion, for the people there desire to see the end of Manchu and a Chinese on the Throne. These are the facts as they stand. Human wisdom cannot pierce the veil of the future, but the result of the increasing corruption in the Imperial city and in every important office, the lack of foresight on the part of the officials, the seeds of discontent that have been and are being sown, can have but one result—rebellion. The *I Ho Chuan* presents but one feature of a vast complication. It is but

## ONE MESH IN THE NET OF RUIN

that is drawing closer. The friends of progress are silent and concealed and the officials present a bitter front to the foreigner, because in so doing rests their own safety. Foreign newspapers under foreign control are forbidden to the Chinese, and reading them is made a crime, yet it is a sign that there exists an undercurrent of progress that two native newspapers, both in the foreign concession of Tientsin and one under Japanese control, have larger circulations than ever before, and they are very outspoken on forbidden subjects, throwing light on the worst acts of the officials and criticising daily the conduct of the Empress-Dowager. Hundreds of these papers go daily to Peking, itself, and they must have influence for the good. It is a consolation to know that many are reading the truth; they dare not show a desire to learn or listen to, and which they are forced to openly disavow. Something must come of all this, and that something will mean the

## OVERTURNING OF THE PRESENT DYNASTY

or the dismemberment of China—or both. Should the Chinese rise against the Throne no one can estimate the bloodshed that would follow, nor can anyone guess what the attitude of the Powers might be. Throughout the ages the Chinese have exercised the right to revolt against unjust rulers, and at no time could such action be more justifiable than now. The Southerners are anxious for it—are preparing for it; the Northerners are indifferent to a great extent, and the Boxers are an unknown quantity. The future is unknown but the present gives promise of unpleasant things. Meanwhile the combination of corrupt officials and the Boxer organization threatens all Christian work in the North—all progress of every kind, and we can only hope for the dawn of a new day. It is reported, and is to be believed, that Gen. Yuan, the military governor who replaced the civil governor in Shantung, has received secret instructions not to use force with the Boxers, but to teach them that their ideas are a little mistaken. Tientsin is safe, but all stations, all Christians and all foreigners in the interior are in constant danger. The arrival of the U.S.S. *Wheeling* and other gunboats may have a quieting effect in this vicinity, but they cannot influence the people at distant points. We have all hoped that China might be preserved and saved, but with the Government in its present condition and rebellion imminent, the division of China seems inevitable, and as a last resource for the good of the people, it may be welcomed.

## A LONG NERVOUS STORM.

If you ever watched a dentist draw a nerve out of a tooth, you will remember how much it looked like a little ship of war, white cotton thread. How can so contemptible a thing inflict so much pain? A mountain of agony? And why does it do it? "Disease," you say. Ah, surely. A simple and obvious answer; yet in what way does the true nerve-fibre, wrapped up and coated, as it is, like the wires in a submarine cable, get to be diseased?

Yet, somehow, these soft strings do become fearfully out of order, or our friend Miss Hunt, alluding to the neuralgia from which she once suffered, would not say, "Sometimes I was almost mad with the pain." And this is but one of many forms of torture imposed on the nerves; yet without these nerves we should be but lumps of clay—lacking feeling and power of motion.

How can we cure these dreadful nerve-pains? The drug shops abound in so-called remedies for them, yet they are only as breath to cool the air of a torrid summer day. The real cause and cure are among Nature's deeper secrets. Can we find them?

"Nearly all my life," says Miss Hunt, "I have suffered from indigestion of an aggravated kind. I felt low, weary and weak, having little or no energy. My appetite was variable. At one time I would eat voraciously, and at other times I could not touch a morsel of food."

"After eating I had great distress at the chest and around the sides. I suffered martyrdom from the horrid pain in my stomach and limbs. As the years passed by my nerves became totally unstrung, and I endured untold misery from neuralgia. My lips and half my face were almost dead from this distressing malady."

[The lady will pardon the writer. In the sense of being objects of use and pleasure, they were in truth practically dead; but in another sense they were horribly alive, as the sky is when it is pierced and rent with the lances of the lightning.]

"I consulted," she adds, "doctor after doctor, but in spite of all their medicines and applications I found little or no relief. Sometimes I was almost mad with the pain."

[Not a doubt of it. Under such circumstances the body is a poison-house of keen suffering, and people have, not infrequently, taken their own lives to escape from it. Only acute rheumatism or gout can be compared with neuralgia and (please observe) the whole three are forms of the same thing—results of the same cause. Hence sufferers from the former two ailments will be wise also to read this essay to its end.]

"In June, 1886," continues the letter, "a book was left at my house in which I read of many persons who had been cured by a medicine called Mother Seigel's Syrup. I bought a supply from a chemist in New North Road, and soon my indigestion got better, the pain in my head and limbs was easier, and I felt stronger than I had done for years."

"I think it only right that others should know of what has done so much for me. You have, therefore, my permission to make this statement public if you like. (Signed) (Miss) S. Hunt, 57, Dale View Road, Stamford Hill, London, June 30th, 1896."

Our correspondent is a schoolmistress, and as her letter shows, a woman of fine intelligence. At the outset she names the radical, and only real disease she had—namely, indigestion, or, as we indifferently call it, dyspepsia. Starved from want of nourishment, and poisoned by the products of food constantly decomposing in the stomach, disorder and protest and cried out with the thrilling voice of pain. No application, no enemas are effective to remedy symptoms springing from a cause so profound and firmly seated.

Would we stop the writhing of the trees during a gale? Ah, they cannot be bound or held. We must employ, if we possess it, a power which can say unto the wind, "Peace, be still." Something akin to this Mother Seigel's Syrup did when it abolished the digestive trouble. It enabled the stomach to feed the feeble body, and with returning strength the nervous storm subsided into the calm and harmony of Health. [55]

**THE FIGHTING AT TIENTSIN.**

WE HAVE A SMALL QUANTITY OF  
**PLANS OF TIENTSIN**  
FOR SALE.

Price ... 75 Cents each.

The Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs JOHN BARTHOLOMEW and Co., Edinburgh.

"DAILY PRESS" OFFICE.  
Hongkong, 17th July, 1900. [139]

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

## FROM MIDDLESBRO, LONDON AND STRAITS.

## THE Steamship

"GLENESK" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd August will be subject to rent.

No Fire Insurance has been effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.  
Hongkong, 27th July, 1900. [2095]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

"GLAUCUS" are hereby notified that the Cargo is being discharged into Craft and landed at the Godowns of the Hongkong & Kowloon Wharf and Godown Co., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 4th proximo will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 8th proximo.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 27th July, 1900. [2099]

## FROM HAMBURG, PENANG, AND SINGAPORE.

## THE N.G.L. Steamship

"NURNBERG," Captain Stahl, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be loaded into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August at 3 P.M.

No Fire Insurance has been effected. SIEMSEN & CO., Agents.  
Hongkong, 31st July, 1900. [2116]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIG



## VESSELS ADVERTISED AS LOADING.

| DESTINATION                             | VESSEL'S NAME    | FLAG & REG | BERTH | CAPTAIN               | FOR FREIGHT APPLY TO    | TO BE DESPATCHED           |
|---|------------------|------------|-------|-----------------------|-------------------------|----------------------------|
| LONDON &c, via PORTS OF CALL            | COROMANDEL       | Brit. str. | —     | F. W. Vibert, R.N.R.  | P. & O. S. N. Co.       | To-morrow, at Noon.        |
| LONDON VIA SUEZ CANAL                   | CALCHAS          | Brit. str. | —     | Bartlett              | BUTTERFIELD & SWIRE     | On 7th inst.               |
| LONDON VIA SUEZ CANAL                   | RHAPSUS          | Brit. str. | —     | Day                   | BUTTERFIELD & SWIRE     | On 21st inst.              |
| LONDON VIA SUEZ CANAL                   | PROMETHEUS       | Brit. str. | —     | G. W. Gordon, R.N.R.  | P. & O. S. N. Co.       | On 4th Sept.               |
| LONDON                                  | JAVA             | Brit. str. | —     | Grier                 | BUTTERFIELD & SWIRE     | On or about 6th Sept.      |
| LIVERPOOL DIRECT                        | SARPEDON         | Brit. str. | —     | O. Cuppers            | MELCHERS & CO.          | On 10th inst.              |
| BREMEN, via PORTS OF CALL               | KONIG ALBERT     | Brit. str. | —     | Poydonot              | MELCHERS & CO.          | On 9th inst., at Noon.     |
| MARSEILLES &c, via PORTS OF CALL        | ANNAM            | Brit. str. | —     | J. B. Macmillan       | MELCHERS & CO.          | On 13th inst., at 1 P.M.   |
| MARSEILLES &c, via ST. PIERRE &c        | WAKABA MARU      | Brit. str. | —     | G. W. Babot           | P. & O. S. N. Co.       | On or about 14th inst.     |
| HAVRE & HAMBURG                         | BAKKA            | Brit. str. | —     | Behrens               | CARLOWITZ & CO.         | On 9th inst.               |
| HAVRE & HAMBURG                         | SILESIA          | Brit. str. | —     | v. Binzer             | CARLOWITZ & CO.         | On or about 12th Sept.     |
| HAVRE & HAMBURG                         | MARBURG          | Brit. str. | —     | Braun                 | CARLOWITZ & CO.         | On or about 20th Sept.     |
| HAVRE & HAMBURG                         | SERBIA           | Brit. str. | —     | Jager                 | CARLOWITZ & CO.         | On or about 20th Sept.     |
| HAVRE & HAMBURG                         | SAXONIA          | Brit. str. | —     | Sachs                 | CARLOWITZ & CO.         | On or about 24th inst.     |
| HAVRE & HAMBURG                         | SERBIA           | Brit. str. | —     | Petersen              | CARLOWITZ & CO.         | On 8th inst.               |
| NEW YORK VIA SUEZ CANAL                 | ALBENGA          | Brit. str. | —     | W. E. Craven          | DODWELL & CO. LIMITED   | On or about 24th inst.     |
| NEW YORK VIA SUEZ CANAL                 | RICHMOND CASTLE  | Brit. str. | —     | J. Pantou             | JARDINE, MATHESON & CO. | On 7th inst.               |
| NEW YORK VIA SUEZ CANAL                 | INDRAVELLI       | Brit. str. | —     | H. Pym, R.N.R.        | DODWELL & CO. LIMITED   | On or about 15th inst.     |
| VICTORIA, B.C. & TACOMA, V. AMOY, &c    | TANTAR           | Brit. str. | —     | R. Archibald, R.N.R.  | CANADIAN PACIFIC R. CO. | On 8th inst.               |
| VICTORIA, B.C. & TACOMA, V. AMOY, &c    | EMPEROR OF CHINA | Brit. str. | —     | J. Kennedy            | DODWELL & CO. LIMITED   | On 8th inst.               |
| VANCOUVER, via SHANGHAI, &c             | MONMOUTHSHIRE    | Brit. str. | —     | —                     | PACIFIC MAIL S. S. CO.  | To-morrow, at Noon.        |
| PORTLAND, OREGON, &c                    | ALGOA            | Brit. str. | —     | —                     | O. & S. S. Co.          | On 7th inst., at Noon.     |
| SAN FRANCISCO VIA SHANGHAI, &c          | DORIC            | Brit. str. | —     | —                     | TOYO KISEN KAISHA       | On 16th inst., at Noon.    |
| SAN FRANCISCO VIA SHANGHAI, &c          | NIPPON MARU      | Brit. str. | —     | —                     | BUTTERFIELD & SWIRE     | On 8th inst.               |
| SAN FRANCISCO VIA SHANGHAI, &c          | CARLISLE CITY    | Brit. str. | —     | Ellis                 | GIBB, LIVINGSTON & CO.  | On 9th inst., at 5 P.M.    |
| SAN DIEGO, &c, via POOCHOW, KOBE, &c    | EASTERN          | Brit. str. | —     | Moore                 | BUTTERFIELD & SWIRE     | On 15th inst., at 4 P.M.   |
| AUSTRALIAN PORTS                        | CHANGSHA         | Brit. str. | —     | Anderson              | BUTTERFIELD & SWIRE     | On 20th inst., at Noon.    |
| AUSTRALIAN PORTS                        | TEIKO            | Brit. str. | —     | Krebs                 | MELCHERS & CO.          | On 5th Sept., at Noon.     |
| GERMAN COLONIAL & AUSTRALIAN PORTS      | MONCHEN          | Brit. str. | —     | C.H.S. Toque, R.N.R.  | P. & O. S. N. Co.       | To-morrow, at 4 P.M.       |
| YOKOHAMA, via SHANGHAI, NAGASAKI & KOBE | ROHILLA          | Brit. str. | —     | Nelson                | BUTTERFIELD & SWIRE     | On 15th inst., at Noon.    |
| YOKOHAMA & KOBE                         | TAIYUAN          | Brit. str. | —     | J. S. Thompson        | NIPPON YUSEN KAISHA     | On 7th inst., at 4 P.M.    |
| KOBE & YOKOHAMA                         | KAWACHI MARU     | Brit. str. | —     | C. D. Bennett, R.N.R. | P. & O. S. N. Co.       | To-day, at 10 A.M.         |
| SHANGHAI & JAPAN                        | CHUSAN           | Brit. str. | —     | A. F. Street          | P. & O. S. N. Co.       | On or about 10th inst.     |
| SHANGHAI & JAPAN                        | SHANGHAI         | Brit. str. | —     | A. Symons             | P. & O. S. N. Co.       | On or about 17th inst.     |
| SHANGHAI                                | PARAMATTA        | Brit. str. | —     | Moore                 | BUTTERFIELD & SWIRE     | On 8th inst., at Daylight. |
| POOCHOW                                 | CHANGSHA         | Brit. str. | —     | T. Ogata              | MIYOSU BUSSAN KAISHA    | On 5th inst., at Daylight. |
| SWATOW, AMOY & TAMSUI                   | MAIDZURU MARU    | Jap. str.  | —     | I. Sato               | MIYOSU BUSSAN KAISHA    | On 8th inst., at Daylight. |
| SWATOW, AMOY & TAMSUI                   | ANPING MARU      | Jap. str.  | —     | Moore                 | BUTTERFIELD & SWIRE     | To-morrow, at 4 P.M.       |
| MANILA                                  | SUNGIANG         | Brit. str. | —     | Weigall               | JARDINE, MATHESON & CO. | On 7th inst., at 5 P.M.    |
| MANILA                                  | LOONGSANG        | Brit. str. | —     | A. Ramsay             | SHEWAN TOMES & CO.      | On 8th inst., at 5 P.M.    |
| MANILA                                  | DIAMANTE         | Brit. str. | —     | Moore                 | BUTTERFIELD & SWIRE     | On 15th inst., at 4 P.M.   |
| MANILA                                  | CHANGSHA         | Brit. str. | —     | Anderson              | BUTTERFIELD & SWIRE     | On 20th inst., at Noon.    |
| MANILA                                  | TEINAN           | Brit. str. | —     | Buller                | JARDINE, MATHESON & CO. | To-morrow, at 2 P.M.       |
| SINGAPORE, SOERABAYA & SAMARANG         | CHUNSANG         | Brit. str. | —     | —                     | —                       | —                          |

## SHIPPING.

## ARRIVALS.

Aug. 2, LYNNMOON, German steamer, 1233, Heusermann, Canton 1st August, General-Siemssen & Co.

Aug. 2, FROHING, Chinese str., 973, J. Gordon, Shanghai 29th July, General-Siemssen & Co.

Aug. 2, CHUSAN, British str., 2532, C. D. Bennett, Bombay 18th July and Singapore 28th, Mails and General—P. & O. S. N. Co.

Aug. 2, CHOWFA, German steamer, 1153, J. Williamson, Bangkok 25th July, Rice—BUTTERFIELD & SWIRE.

Aug. 2, COROMANDEL, British str., 2783, F. W. Vibert, R.N.R., Shanghai 31st July, Mails and General—P. & O. S. N. Co.

Aug. 2, LIV, Norw. str., 1979, H. Rasmussen, Ketchikan 27th July, Coal—MIYOSU BUSSAN KAISHA.

Aug. 2, HINO MARU, Jap. str., 1997, B. Nakano, Nagasaki 26th July, Coal—BRADLEY & CO.

## CLEARANCES.

At THE HARBOR MASTER'S OFFICE.

2nd August.

Hatching, British str., for Swatow.

Kaching, British str., for Cebu.

Macdonia, British str., for Moji.

Palase, British str., for Swatow.

## DEPARTURES.

Aug. 2, HERMES, Norwegian str., for Canton.

Aug. 2, ELAK, German str., for Bangkok.

Aug. 2, OOFACK, British str., for Shanghai.

Aug. 2, YIKSAN, British str., for Hongkong.

Aug. 2, GOV. BOULE, Amr. str., for P. Townsend.

Aug. 2, NURNBERG, Ger. str., for Yokohama.

Aug. 2, HATING, French str., for Haiphong.

Aug. 2, ANPING, British str., for Shanghai.

Aug. 2, FEICHING, Chinese str., for Canton.

Aug. 2, FIDGES, Norw. str., for Ketchikan.

Aug. 2, NAXIANA, No. 19, British transport, for Weihai.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Changsha, Argus, Hamel, R.C. Feiboh, Sackem, Cosmopolitan Dock—Doric.

## SHIPPING REPORTS.

The German steamer *Chowfa*, from Bangkok 25th July, had moderate S. to S.W. winds and fine, clear weather.

The Chinese steamer *Feiching*, from Shanghai 25th July, had light to moderate N.W. to N. E. and E. winds and fine weather.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

J. P. Hinescock, Amr. ship, Gates—Siemens & Co.

R. C. RICKMERS, German ship, Otto—Arnhold, Korberg & Co.

Norwood, British ship, Thos. Roy—Orler.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 4th August, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 23rd July, 1900.

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.

THE Company's Steamship

"CHUNSANG," Captain Buller, will be despatched as above TO-MORROW, the 4th August, at 2 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG," Captain Moore, will be despatched as above TO-MORROW, the 4th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 5th August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th July, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 8th August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th July, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA," Capt. Petersen, will be despatched for the above port on WEDNESDAY, the 8th inst.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates)

THE Company's Steamship

"SARPEDON," Captain Grier, will be despatched as above on FRIDAY, the 10th August.

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI, LONDON, &c.

CHUSAN, C. D. Bennett, R.N.R., 10 A.M. 3rd August.

YOKOHAMA, SHANGHAI, NAGASAKI & KOBE, ROHILLA, C. H. S. Toque, R.N.R., 4 P.M. 4th August.

SHANGHAI, JAPAN, BANGA, G. W. Babot, 4th August.

MAARSEILLES AND LONDON, PARAMATTA, A. Symons, 17th August.

SHANGHAI, JAPAN, JARA, G. W. Gordon, R.N.R., 6th September.

LONDON, JARA, G. W. Gordon, R.N.R., 6th September.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd August, 1900.

HAMBURG-AMERIKA LINIE, (FREIGHT SERVICE).

NORDDEUTSCHER LLOYD, (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS, DESTINATIONS, SAILING DATES.

\* SILESIA, Capt. Behrens, (London with transhipment in Hamburg), On 9th, Freight and Passage.

MARBURG, Capt. v. Binzer, (London with transhipment in Hamburg), About 12th, Freight.

\* SIBIRIA, Capt. Braun, (London with transhipment in Hamburg), About 20th, Freight and Passage.

SAXONIA, Capt. Brauer, (London with transhipment in Hamburg), About 30th, Freight.

SERBIA, Capt. Sauer, (London with transhipment in Hamburg), About 12th, Freight.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 26th July, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer, Tons, Captain, Proposed Sailing.

\* VICTORIA, 3,502 J. Pantou, Aug. 7, MONSHIRE, 2,874 J. Kennedy, Aug. 8.

QUEEN ADELARDE, 2,832 F. McNeill, Aug. 18, BRAEMAR, 3,601 W. Watt, Aug. 25.

OLYMPIA, 2,837 S. T. McNeill, Sept. 1, ABOYLL, 2,907 W. S. Thomson, Sept. 20.

GLENGOLE, 3,750 W. Frakes, Sept. 11, MONSHIRE, 2,872 J. Kennedy, Oct. 20.

\* Calling at Amoy and Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, TACOMA and PORTLAND to DUNSMUIR and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d.

This route covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CINCINNATI and return. Sleeping and Dining Car accommodation.

TACOMA or PORTLAND to Livingston and return. Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one-half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

The round trip can be made within three months.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 1st August, 1900.

## VESSELS ON THE BERTH

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 8th Aug., 1900.

"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 29th Aug., 1900.

"EMPEROR OF JAPAN," Comdr. G. A. Lee, R.N.R., WEDNESDAY, 26th Sept., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL BATES, (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 19th July, 1900.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS, DESTINATIONS, SAILING DATES.

KAWACHI MARU, { KOBE and YOKOHAMA } TUESDAY, 7th Aug., at 4 P.M.

WAKABA MARU, { MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 10th Aug., at DAYLIGHT.

Through Passenger



# VESSELS ON THE BERTH U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

\*ALGOA (via Moji, Kobe, Nagasaki, Yokohama, and Honolulu) at NOON.

\*For Cargo only.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "ALGOA" will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 4th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of several Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.

Hongkong, 1st August, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th August, 1900, at 1 p.m., the Company's Steamship "ANNAM," Captain Poydenot, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. Australia, which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 12th August. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 31st July, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"RHIPHEUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

# VESSELS ON THE BERTH CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU, TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug. S.S. "BELGIAN KING" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 10th July, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at NOON.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at NOON.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th August, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.

Hongkong, 14th July, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"CALCHAS" will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stevedore and a daily qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 8th July, 1900.

# VESSELS ON THE BERTH CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship "TARTAR," Commander H. PYBUS, R.N.R., 4,425 Tons Gross Register, Will be despatched on or about Wednesday, 15th AUGUST, 1900, For VICTORIA and VANCOUVER B.C. via MOJI, KOBE and YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers. Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.

Hongkong, 21st July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 16th August, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of several Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,  
Acting Agent.

Hongkong, 23rd June, 1900.

# VESSELS ON THE BERTH. CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched on MONDAY, the 20th August, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1900.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W. J. W. KEW & CO., STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1895.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undersigned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th inst.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. E. SANSON, Acting Manager, Hongkong.

H. M. BEVIS, Acting Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR, Chief Manager.

For the MERCHANT BANK OF INDIA, LIMITED.

JOHN THURBURN, Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. BERINDOAGUE, Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG.

J. C. BERGENDAHL, Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, T. AIZAWA, for Manager.

For the IMPERIAL BANK OF CHINA, E. W. BUTTER, Acting Manager.

For the DEUTSCH-ASIATISCHER BANK, H. SCHOTTLEAENDER, Acting Manager.

Hongkong, 1st August, 1890.

INSURANCE HOLIDAY.

THE Undersigned Insurance Offices will be CLOSED for the Transaction of Public Business on MONDAY, the 6th inst.

JARDINE, MATHESON & CO., General Agents.

CANTON INSURANCE OFFICE, LIMITED, General Managers.

HONGKONG FIRE INSURANCE CO., LD.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDERS, Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED.

W. H. PERCIVAL, Agent.

For the CHINA TRADERS' INSURANCE COMPANY, LIMITED.

H. P. WADMAN, Acting Secretary.

For the YANGTZE INSURANCE ASSOCIATION, LIMITED, SHEWAN, TOMES & CO., Agents.

For the CHINA FIRE INSURANCE CO., LD. GEO. L. TOMLIN, Secretary.

Hongkong, 2nd August, 1900.

MITSUI BUSSAN KAISHA

No. 5, ICE HOUSE STREET, PRAYA CENTRAL

Head Office — TOKIO.

Branch Office — LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES —

Milke Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinomi Coal Mines, Onoda Coal Mines, No. 1, Onoda Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yachi Coal Mines, Yaguchi Coal Mines, Maraura Coal Mines.

The Osaka Shosen Kaisha, Limited, Tokai Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Onoda Cement Company, Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 19th August, 1899.

# NOTICES OF FIRMS.

NOTICE.

WE have To-day ESTABLISHED a

BRANCH of our Firm at MANILA under the Style of BEHN, MEYER & CO.

BEHN, MEYER & CO., Singapore.

1st July, 1900.

NOTICE.

WE have This Day ESTABLISHED ourselves in Business, under the Firm Name of SPOONER & WILSON, as GENERAL PASSENGER BROKERS and COMMISSION AGENTS.

J. J. SPOONER, H. WILSON.

Address: KOON SUN HONG, 34, WING ON LANE, Hongkong.

1902]

INTIMATIONS

CARMICHAEL & BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.

QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and Light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.

H. F. CARMICHAEL, B. J. BARLOW.

Hongkong, 1st June, 1899.

BOMBAY-BURMAH TRADING CORPORATION, LIMITED, BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOE RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1895.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE" will be despatched for the above port on or about the 20th August.

For Freight, apply to DODDWELL & CO., LD., Agents.

Hongkong, 23rd July, 1900.

FOR SALE:

In addition to the BLICK-ENDERBER TYPE-WRITER, we Manufacture a complete line of DESKS, roll and flat top, TYPE-WRITER CABINETS, OFFICE TABLES and FURNITURE, SUSPENSION Letter Document, and Catalogue FILES, CARD INDEX CABINETS, and any article used in an Office or Library.

We cordially invite Merchants and others to send for our complete Catalogue. Orders may be placed through any Reputable London or American House or direct, as may best suit convenience.

BLICKENDERBER MANFG. CO., 325, Broadway, New York City.</



